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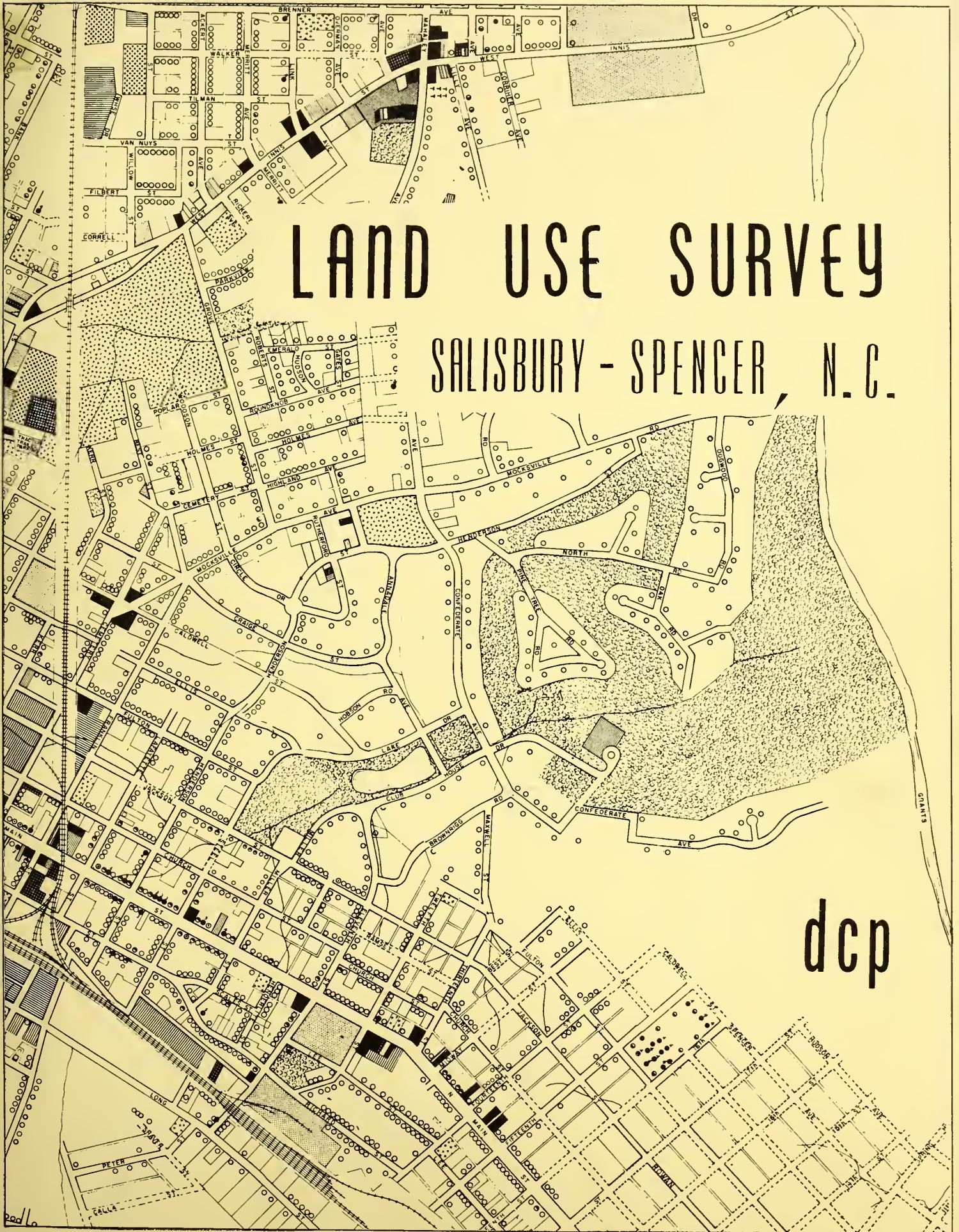
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# LAND USE SURVEY

SALISBURY - SPENCER, N.C.

dcp



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LAND-USE SURVEY

SALISBURY - SPENCER, N. C.

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NORTH CAROLINA  
DEPARTMENT OF CONSERVATION AND DEVELOPMENT  
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3

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THE SALISBURY, SPENCER, ROWAN COUNTY AREA PLANNING BOARD

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P41147



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LAND-USE SURVEY  
FOR  
SALISBURY - SPENCER - EAST SPENCER PLANNING AREA

INTRODUCTION

In January 1959, Rowan County and the municipalities of Salisbury and Spencer, acting through their Joint Planning Board, entered into an agreement with the North Carolina Department of Conservation and Development whereby the latter was to prepare and submit certain planning work leading toward the creation of a Comprehensive Development Plan for the Area.

The planning work was to include the following items: a Land-Use Survey, a Population and Economic Study, a Land-Use Plan and a Central Business District Plan. The general planning work was to encompass all the area within and around the corporate limits of Salisbury, Spencer and East Spencer which might become urbanized within the next twenty years.

This report contains all findings and data derived from the land-use survey. The survey, conducted by the Division of Community Planning in June 1959, was made to determine the location, extent and arrangement, and condition of all land-uses and vacant land within the entire area. During the survey, information was also gathered on housing conditions, and racial distribution.



## CHAPTER I

### HISTORICAL DEVELOPMENT

#### Early Settlement

The early eighteenth century explorers and traders who began penetrating the Piedmont section of the state followed an old Indian trading path which extended from the Warren County Line in the Northeast, through Oxford, Mebane, Graham, Asheboro, and Salisbury to Charlotte. Old records indicate that as Salisbury grew, this Indian trading path became its Main Street.

The increasing population of the Piedmont in the mid-eighteenth century led to the creation of Rowan County in 1753. One of the first steps taken by the newly appointed County Court was to decide upon a suitable location for the construction of a court house and jail. In 1754, the County Court selected a 640 acre site for the new court house town and appointed four town commissioners. The court house town was later to be named Salisbury.

The County Court charged the first town commissioners with the responsibility of laying out a convenient street system for the Town and of taking other necessary steps to insure an orderly growth. Early plats indicate that the first street system consisted of two wide streets, now Innis and Main Streets, intersecting at right angles and paralleled on either side by four minor streets spaced at intervals of approximately 400 feet. In 1755, the town consisted of seven or eight log houses, a court house and a jail. An early map, drawn approximately twenty years after the founding of the town, shows a tight cluster of homes and stores around the log court house located in the "square" formed by the intersection of Main and Innis Streets. The first court house was replaced on the same site by a larger brick structure in 1800. The third Rowan County Court House, now the Community Building, was constructed in 1855.

#### Nineteenth Century

By the mid-nineteenth century, Salisbury with a population of 1,086 was the largest town west of Raleigh. At this same time, Charlotte had a population of only 1,065, Statesville had a population of 215, and Greensboro and Winston Salem had not yet been incorporated.



A report published in 1859 indicated that the Town consisted of two churches, a newspaper, an academy, two ancient spacious taverns, a few prosperous looking stores, houses, public wells, and red clay streets which were "terrible in rainy weather".

In response to increasing demands for better transportation in the west, the North Carolina General Assembly approved a charter for the construction of a railroad from Goldsboro to Charlotte. The route finally selected passed through Raleigh, Graham, Greensboro, Lexington, and Salisbury. The citizens of Salisbury were in the forefront of the fight to have this railroad constructed and were active in raising necessary funds to finance it. The railroad was completed in 1856 and communities along its route began to flourish. Before the Civil War, a Western Division of this Railroad was built from Salisbury to Morganton. These two railroads provided an outlet for the produce of the surrounding region and made Salisbury an important distribution Center.

Between 1850 and 1880, Salisbury's population did not increase as rapidly as that of some of its more vigorous neighbors. By 1880, Charlotte's population had increased to 7,094; Winston Salem's population jumped to 4,194; Greensboro's population of 2,105 was just beginning its rapid increase; and Salisbury's population was 2,723. In 1850, Salisbury ranked sixth in population size among the state's municipalities. By 1880, Salisbury dropped to seventh place.

During the two decades following 1880, Salisbury experienced a rapid growth in manufacturing activities. Several tobacco manufacturing establishments began to flourish, producing chewing tobacco, smoking tobacco and cigars. A number of liquor distilleries were producing large quantities of whiskey. These two decades also witnessed the growth of a sizeable textile industry which was to become Salisbury's principle industry. These textile mills included: the Salisbury Cotton Mill, 1887, now part of the Cone System; the Rowan Knitting Company, 1888; the Vance Cotton Mill, 1891, now the Cartex Mill; the Kesler Manufacturing Company, 1895, now part of the Cannon Mills Company.

In 1896, the Southern Railroad established its major shops and transfer sheds just northeast of Salisbury. This brought about the





incorporation of the Town of Spencer in the same year. These shops were to become the largest in the South by the turn of the Century. The growing employment in the shops and the increasing population resulted in the incorporation of the Town of East Spencer in 1913.

During this same period, however, Salisbury's energetic neighbors were also forging ahead, and by 1900 Salisbury's rank in population size had dropped to eleventh among the municipalities in the State. One reason for Salisbury's apparent drop in population rank was the splitting of the growing urban area into three separate communities. There were, of course, many other reasons. Salisbury failed to attract the new railroads which were being built in the state. The development of cigarette manufacturing in other cities brought about changes which caused the demise of the Salisbury tobacco industry by 1900. Salisbury's flourishing liquor distilling industry fell victim to the prohibitionist movement in the early years of the twentieth century.

During the first half of the twentieth century, textile manufacturing remained the chief industry of Salisbury, and the Railroad shops and transfer sheds dominated the economy of Spencer and East Spencer. The population of Salisbury has grown at a relatively steady rate since 1900 and has kept pace with the population growth of the State. However, a number of other municipalities have managed to maintain a higher rate of growth, and by 1960, Salisbury's population rank among the State's Municipalities dropped to eighteenth place.

#### Dominant Influences Upon Development of Land-Use Pattern

Just as a look into the past gives us a better understanding of existing conditions, a closer look at the major physical features of the area will give valuable clues as to why the urban area has developed into its existing pattern and how this pattern is likely to be influenced in the future.

The early trade path, which later became Main Street in Salisbury, ran along the ridge line between two creeks which drain in a northeasterly direction into the Yadkin River. Until the present decade (1950-60), practically all of the urban development in the area was contained between these two creeks, Grants Creek to the West and Town Creek to the East. The terrain between these two creeks varies from large areas of gentle rolling ground to steeply rolling topo-



graphy. The original gridiron street patterns of Salisbury and Spencer, which have been extended in later years, were poorly suited to the needs of the more rugged terrain, particularly in the large vacant area lying between the two municipalities.

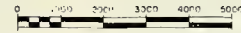
During the past decade urban development began to spill over Grants Creek in the west and Town Creek in the east. This growth can be expected to continue at an accelerated rate in the future as the population expands. However, while the area west of Grants Creek can be expected to develop rapidly, the area east of Town Creek will develop more slowly as a result of the recent construction of the bypass which roughly parallels Town Creek and which will act as a barrier to the expansion of residential areas to the east, particularly where it closely parallels Town Creek. One major exception is the rapidly developing residential area to the east of the bypass between Bringle Ferry Road and Old Concord Road.

The original transportation routes through the area still dominate the pattern of growth and will continue to exert a strong influence in the future.





SALISBURY - SPENCER, N. C.  
AVERAGE DAILY TRAFFIC FLOW  
1959



SCALE  
IN FEET

PREPARED FOR  
SALISBURY-SPENCER-ROWAN COUNTY  
AREA PLANNING BOARD  
BY THE  
DIVISION OF COMMUNITY PLANNING  
DEPARTMENT OF CONSERVATION AND DEVELOPMENT

LEGEND





## CHAPTER II

### GENERAL LAND-USE PATTERNS

The generalized land-use map on the following page indicates the existing pattern of land development within the urban areas of Salisbury, Spencer and East Spencer. This map shows the general confinement of the urban development within the strip of land lying between Grants Creek to the west and Town Creek to the east. Commercial activities are concentrated in Salisbury along Main Street in the vicinity of its inter-section with Innis Street, but there is an obvious trend toward strip commercial developments out from this center along both of these major streets. A smaller commercial center has developed in Spencer on the north and south sides of the "Park," and a significant amount of commercial stripping has taken place along Salisbury Avenue. In some instances, both in Salisbury and Spencer, this commercial stripping is encroaching on residential areas with a resulting decline of property values and premature blighting of the affected areas. There is far more frontage along these major traffic routes than could conceivably be utilized by commercial uses, within the foreseeable future. The continued mixture of commercial and residential uses along the major streets will not only result in increasing areas of commercial and residential blight, but will also create increasing congestion on streets which do not have the capacity to carry present traffic volumes efficiently.

The large strip of land lying between the railroad and the new highway bypass contains a mixture of incompatible land-uses. Within this area, which contains the highest concentration of industrial activities in Salisbury, residential structures surround scattered industrial areas. As a result, many of the residential structures built in the area have been of a substandard type which have deteriorated into blighted or slum conditions, and the better residential sections of the area are threatened by a similar deterioration.

Recognizing that much of this area is unsuitable for residential occupancy, the City of Salisbury has zoned approximately 76 percent of the area east of the railroad for industrial use. This zoning is unrealistic, however, unless the City adopts an effective plan to





SALISBURY - SPENCER, N.C.





EXISTING LAND USE  
(GENERALIZED)

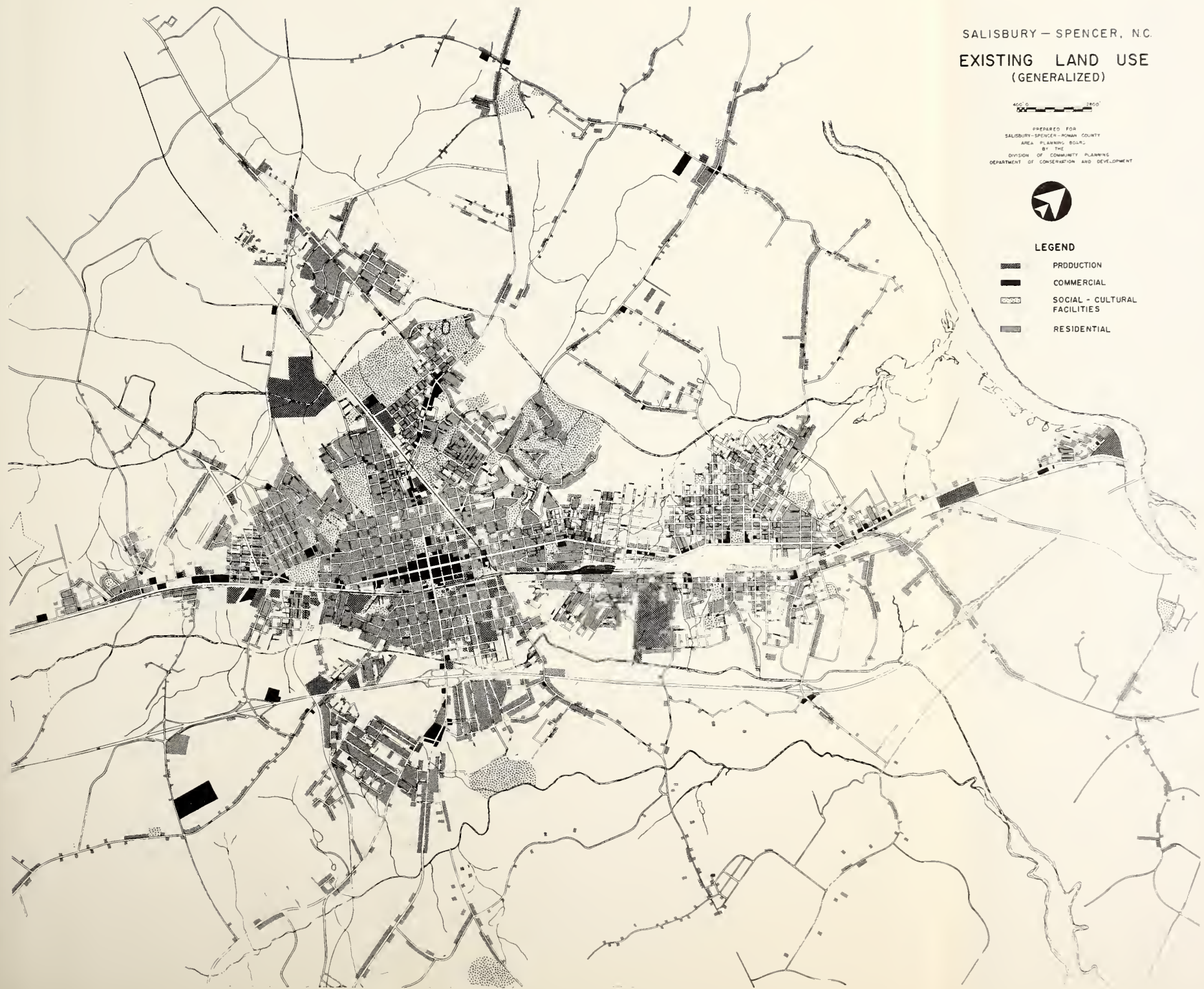


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LEGEND

-  PRODUCTION
-  COMMERCIAL
-  SOCIAL - CULTURAL  
FACILITIES
-  RESIDENTIAL







# SALISBURY-SPENCER, N. C.

## LOCATION OF VACANT LAND

JUNE 1959

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DIVISION OF COMMUNITY PLANNING



### LEGEND

■ EXISTING VACANT LAND





remove the housing which occupies more than NINE times as much land as do the industrial activities in the industrial zone. While most of the houses in the industrial zone are of a substandard character, it is only wishful thinking to believe that they will be replaced by industrial uses solely through the influence of a zoning ordinance. Much of this residential land is in diverse ownership and cannot be economically assembled for industrial purposes. Zoning these large residential areas for industrial use will only worsen the already blighted and slum conditions which now exist.

In general, the development in the urban area to the west of Main Street in Salisbury and Salisbury Avenue in Spencer has been better than that to the east. One notable exception to this trend is the large Negro community around Livingston College. The best residential development is taking place in the northwest quadrant of Salisbury, and this trend will probably continue as the City develops to the west of Grants Creek. The location of institutional uses such as the Verteran's Hospital, the Country Club, Catawba College, City Park and other small parks in the northwest quadrant adds greatly to the stability of this area.

#### Planning Areas 1-27

Planning Areas 1 through 27, shown on the Map on the following page, contain all of the existing urban development within the Salisbury, Spencer, East Spencer Area. The Planning Areas were delineated on the basis of development and terrain and do not recognize existing municipal boundary lines. They contain a total of 15,010 acres, or approximately 23.5 square miles. Approximately 42.4 percent of this total area is developed and 57 percent is vacant.

The percentage of the developed land occupied by major land-use categories is as follows: Residential, 38.48%; Cultural and Social Facilities, 9.87%; Commercial Services, 2.60%; Trades, 1.77%; Production, 6.49%; and Transportation (i.e., streets and railroads), 40.77%.

#### Salisbury

The city limits of Salisbury contain approximately 6.6 square miles. Approximately 25.4 percent of this area is vacant and 74.6 percent is developed.





SALISBURY - SPENCER N.C.

## PLANNING AREAS

EXISTING URBAN DEVELOPMENT

1000' 0' 5000'

Scale 1" = 1000'

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DEPARTMENT OF CONSERVATION AND DEVELOPMENT



reach the



The percent of developed land in Salisbury occupied by each major land-use category is as follows: Residential 43.3%; Cultural and Social Facilities, 12.74%; Commercial Services, 1.98%; Trades 2.30%; Production, 7.73%; and, Transportation (i.e., streets and railroads), 32.09%.

From the Detailed Table of land-uses for Salisbury, included in Chapter IV of this Report, it can be seen that the "Production" category is broken down into a number of sub-categories including "industrial services". This industrial service category includes such large uses of land as the city's land-fill operation, storage yards for lumber companies and other industrial storage. Therefore, if we eliminate the industrial service from the Production Category, there are 79 acres of land in Salisbury being used for the actual production of goods. Textile manufacturing occupies over 46 acres, or 58 percent, of this remaining land in the Production Category.

#### Spencer

There are approximately 1,365 acres, or slightly over 2.1 square miles, of land within the town limits of Spencer. Approximately 42% of this land is vacant and 58% is developed. The percentage of the developed land occupied by each major land-use category is as follows: Residential, 31.68%; Cultural and Social Facilities, 5.76%; Commercial Services, .92%; Trades 1.44%; Production, 1.46%; Railroads, 20.01%; and Streets, 38%.

The unusually high percentages of land used by the railroad reflects the large acreage occupied by the Southern Railroad shops, yards, and transfer sheds. The high percentage of land occupied by streets results from the gridiron pattern originally established for the town. This gridiron street pattern uses far more land for streets than is necessary. More land in streets means more pavement, more maintenance, more dangerous intersections, less land for other development, and less land on the tax books. It is possible to achieve an efficient street system using considerably less than 30% of the developed land by using longer blocks designed to fit the terrain.



TABLE NO. 1

## LAND USE IN ELEVEN NORTH CAROLINA MUNICIPALITIES

MUNICIPALITIES	LAND-USE CATEGORY					TOTAL
	RESIDENTIAL	PUBLIC & SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL (incl. railroads)	STREETS	
	%	%	%	%	%	%
SALISBURY	43.1	12.7	4.2	13.0	26.8	100
SPENCER	31.7	5.8	2.4	21.7	38.7	100
KINSTON	55.1	5.0	8.8	4.1	26.1	100
ELIZABETH CITY	39.6	12.0	4.7	4.4	37.9	100
GOLDSBORO	51.8	10.6	8.9	5.1	23.6	100
WILSON	48.0	6.3	6.6	7.1	29.0	100
GREENSBORO	51.6	15.3	NA*	NA*	23.0	100
WINSTON-SALEM	47.7	14.4	5.2	3.0	29.7	100
HIGH POINT	52.2	11.9	6.6	5.5	23.8	100
LEXINGTON	56.8	8.5	5.8	7.0	21.9	100
THOMASVILLE	55.2	14.1	3.5	7.5	19.7	100
AVERAGE	48.4	10.6	5.7	7.8	27.3	

\* Comparable data not available.

### East Spencer

The town limits of East Spencer contain an area of approximately 783 acres, or slightly over 1.2 square miles. Approximately 44% of this area is vacant and 56% is developed.

The percentage of developed land occupied by each major category is as follows: Residential, 41.22%; Cultural and Social Facilities 5.48%; Commercial Services, .82%; Trades, .96%; Production, 21.63%; and Streets, 33.63%. The Isenhour Brick Company occupies over 61% of the total area classified as "Production."



TABLE NO. 2

## LAND USE IN ELEVEN NORTH CAROLINA MUNICIPALITIES

MUNICIPALITIES	ACRES PER 100 PERSONS				
	RESIDENTIAL	PUBLIC & SEMI-PUBLIC	COMMERCIAL	INDUSTRIAL (incl. railroads)	STREETS
	Acres	Acres	Acres	Acres	Acres
SALISBURY	6.44	1.91	.63	1.94	4.00
SPENCER	8.58	1.55	.66	5.82	9.99
KINSTON	5.08	.23	.81	.69	2.41
ELIZABETH CITY	4.59	1.35	.52	.49	4.25
GOLDSBORO	4.29	.88	.75	NA*	2.10
WILSON	4.80	.92	.67	.71	2.93
GREENSBORO	6.90	2.06	.44	NA*	3.09
WINSTON-SALEM	5.83	1.76	.61	.37	3.63
HIGH POINT	5.19	1.19	.64	.55	2.38
LEXINGTON	7.22	1.08	.76	.89	2.75
THOMASVILLE	8.34	2.13	.49	1.14	2.98
Average all Municipalities	6.11	1.34	.63	1.34	3.72

\* Comparable data not available.

The fact that East Spencer is a satellite of Salisbury is reflected in the unusually small amount of land devoted to services and trades.

Comparison of Land-Use With Other Communities.

A number of land-use surveys have been made in communities throughout the State and a comparison of these with the recent survey made for the Salisbury-Spencer-East Spencer Area is valuable to this report. Since different systems of classification were used in these surveys, the preceding tables attempt to adjust them into a common classification for comparison.





Table No. 1, Page 8, compares the percentage of land occupied by each major land use category in the eleven municipalities. This comparison is helpful in establishing the general character of the communities. For instance, the eastern agricultural trade centers of Goldsboro, Wilson, and Kinston tend to have a higher percentage of their developed land area devoted to commercial use than do the municipalities of the Piedmont. This high percentage of commercial land generally reflects the large areas devoted to tobacco warehousing and sales in these communities. Both Salisbury and Spencer have higher percentages of their developed land devoted to industrial use than do any of the other cities. The very small percentage of land in Spencer devoted to commercial use would indicate that Salisbury captures a large part of the trade originating from this satellite community.

Perhaps a more valid way of comparing the land use data of these eleven North Carolina municipalities would be to compare the amount of land occupied by each of the major land use categories per 100 persons. Table No. 2, Page 9, summarizes this data. These figures also provide some basis for estimating the amount of acreage to be required for future development.

In general, the data shown in Table No. 2, indicate that the Eastern cities of Kinston, Elizabeth City, Goldsboro, and Wilson have a significantly lower number of residential acres per 100 persons than do the Piedmont municipalities. Salisbury and Spencer seem to have considerably more land per 100 persons devoted to industrial purposes than do any of the remaining municipalities.

The figures in Table No. 2 will form an important basis for the projection of future land requirements which will be used in the formulation of a Future Land-Use Plan for the Area. For instance, if it is assumed that the growth during the next twenty years will not vary significantly from past growth, we can determine the approximate amount of additional land needed for each use category by multiplying the acreage figures shown for Salisbury and Spencer in Table No. 2 by the total expected increase in population and dividing the product by one hundred. However, there are certain changes from past land development patterns which can be anticipated and which will



require some deviation from the figures shown in Table No. 2.

### Housing Conditions

The map on the following page shows the general location of all housing in the urban area classified according to appearance. The information shown on this map was obtained from an external survey during which each residential structure in the area was graded on the basis of apparent structural condition, maintenance, and environment. The survey did not include any internal inspections. The results of this survey are summarized in Table No. 3, which indicates statistically what is evident from the Housing Appearance Map. The majority of the below average or dilapidated housing is located in Salisbury and East Spencer. This substandard housing is found primarily in the industrial strip located between the railroad and the highway bypass and in the area around Livingston College. Much of the area occupied by this substandard housing would qualify for the Federal Urban Renewal Program under which the Federal Government would provide grants covering up to two-thirds of the cost of removing the substandard housing and renewing the area. The rather large percentage of below average and dilapidated housing in the Urban Area indicates a need for tighter building codes and the adoption of minimum housing codes.

TABLE NO. 3  
HOUSING APPEARANCE

	ABOVE AVERAGE %	AVERAGE %	BELOW AVERAGE %	DILAPIDATED %	TOTAL %
SALISBURY	21.7	57.7	14.8	5.8	100.0
SPENCER	4.6	84.7	9.8	.8	100.0
E. SPENCER	1.4	46.0	43.6	9.0	100.0
AREA OUTSIDE MUNICIPALITIES					
IN AREAS 1-27	14.5	59.7	14.5	11.2	100.0
TOTAL FOR AREAS 1-27	17.2	60.1	16.0	6.6	100.0





SALISBURY — SPENCER N.C.  
HOUSING APPEARANCE

1000' 0' 5000'  
Scale 1"=1000'

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LEGEND

ABOVE AVERAGE HOUSING  
AVERAGE HOUSING  
BELOW AVERAGE HOUSING  
DILAPIDATED HOUSING







The greatest concentration of above average housing in Salisbury is located west of Main Street and north of the Western Division of the railroad. Other significant areas of above average housing are located along Ellis, Fulton and Jackson Streets between Thomas and Council Streets and in the southwestern section of the city.

As indicated in Table No. 4, housing in all three municipalities in the Urban Area is predominantly single family. As might be expected, most of the two family and multi-family housing is located in Salisbury. A large percentage of the multi-family units and some of the two family units consist of older homes which were originally intended for single family occupancy but which have been converted. The largest concentrations of two and multi-family units in Salisbury are found in Planning Areas 4, 5, 13, 14, and 18.

TABLE NO. 4  
TYPE OF HOUSING

MUNICIPALITY	SINGLE FAMILY	TWO FAMILY	MULTI- FAMILY
	%	%	%
SALISBURY	90.4	7.0	2.6
SPENCER	96.5	3.1	.4
E. SPENCER	99.0	.8	.2

#### Racial Distribution

The map on the following page shows the general location of all Negro housing in the Urban Area. The location of Negro housing corresponds closely to the location of below average and dilapidated housing shown on the Housing Appearance Map on the previous page.



SALISBURY - SPENCER N.C.

NEGRO HOUSING





### CHAPTER III

#### CENTRAL BUSINESS DISTRICT

Salisbury's Central Business District extends along Main Street between Liberty Street to the north and Horah Street to the south. The pattern of development has been linear. Past expansion of the Central Business District has been toward the south, primarily on the west side of Main Street.

The reason for the linear development of the Central Business District is clearly shown on the "Existing Land Use Map" on the following page. Sixty-eight percent of the land along Church Street between Liberty and Horah Streets, is occupied by non-retail uses such as churches, telephone exchange, library, cemetery, and post office. Because so little frontage along Church Street is available for commercial use, it would not be economically feasible for intensive retail development to take place there. The railroad, which parallels Main Street to the east, forms a barrier for commercial development in this direction. Commercial development has taken place most intensively on the west side of Main Street as a result of more subtle causes. There was a time in Salisbury's past when saloons and other establishments catering to men were located on the east side of Main Street. The more fashionable shops for ladies were located on the opposite side of the Street. In later years, the saloons vanished but the trend in retail development continued most intensively toward the south on the west side of Main Street. Perhaps the fact that the east side of Main Street catches the afternoon sun, or that shoppers hesitate to cross a wide, busy thoroughfare had some influence on development.

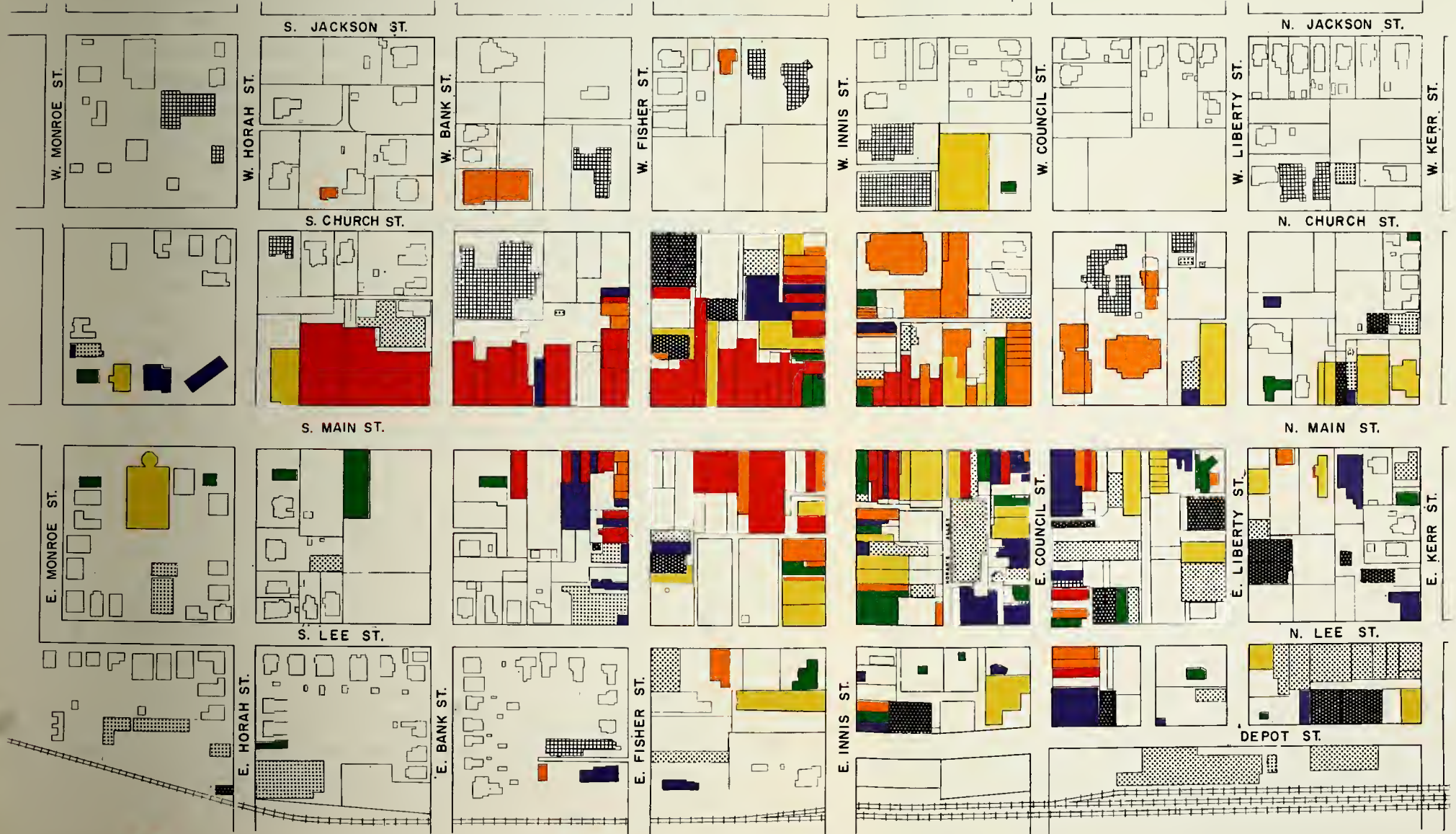
But whatever the causes, the continued stripping of business to the south is having an adverse affect upon the older commercial area to the north. A closer analysis of the Central Business District can shed considerable light on this problem and point to solutions. The map on the following page identifies the type of activity taking place in each building on the ground floor. All non-residential activities are classified into eight categories, some of which are briefly defined as follows:





# CENTRAL BUSINESS AREA SALISBURY, N. C.

## EXISTING LAND USE JANUARY 1960



**LEGEND:**

<span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> PRIMARY RETAIL	<span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> CONVENIENCE RETAIL	<span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> ADMINISTRATIVE, FINANCIAL, ADVISORY	<span style="display: inline-block; width: 15px; height: 15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, dotted 2px, dotted 4px); border: 1px solid black;"></span> NON-DURABLE MANUFACTURING & INDUSTRIAL SERVICES
<span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> SECONDARY RETAIL	<span style="display: inline-block; width: 15px; height: 15px; background-color: darkblue; border: 1px solid black;"></span> CONSUMER SERVICES	<span style="display: inline-block; width: 15px; height: 15px; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, grid 2px, grid 4px); border: 1px solid black;"></span> CULTURAL & SOCIAL FACILITIES	<span style="display: inline-block; width: 15px; height: 15px; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, grid 2px, grid 4px); border: 1px solid black;"></span> WHOLESALE, REPAIR SERVICES, STORAGE



PRIMARY RETAIL: Retail activities requiring a regional trade area and catering to individuals doing comparison shopping. The primary retail establishments generally fall into two categories, those that are dominant to the retail area such as department stores, and those that are dependent upon a location adjacent to or in close proximity to the dominant activities, such as clothing, apparel, shoe, and specialty stores.

SECONDARY RETAIL: Retail activities which are dependent upon a regional trade area but which can exist in independent locations. These establishments generally sell "hard goods" such as appliances, furniture, farm equipment, automobiles, boats, etc.

CONVENIENCE RETAIL: Retail establishments merchandising goods commonly referred to as "convenience goods" such as foods, drugs, and gasoline. Such retail activities are not normally dependent upon a regional trade area.

CONSUMER SERVICES: Establishments providing a service to individuals such as hotels, restaurants, theaters, pool parlors, etc.

ADMINISTRATIVE, FINANCIAL AND ADVISORY SERVICES: Administrative offices of government, professional and business offices.

CULTURAL AND SOCIAL FACILITIES: Churches, libraries, museums, schools, parks, etc.

The primary retail establishments in Downtown Salisbury are located within a clearly defined functional area. The efficiency of this area, however, is being threatened by an undesirable trend in development. When primary retail establishments are arranged in a compact manner they function best. When they strip along a street for excessive distances, the older end of the strip generally declines. The primary retail area is dependent upon pedestrian traffic and the larger the volume of this traffic, the more successful the location. The linear pattern characteristic of Salisbury's primary retail area is beginning to create excessive walking distances, and as a result, it is becoming less attractive to the shopper.

Secondary retail establishments in the Central Business District are located primarily to the north of the primary retail area. Since secondary retail establishments are not dependent upon a location in the Central Business District, an increasing number of these estab-





lishments are locating in outlying areas. Those that remain will cluster around the periphery of the primary retail area.

With the exception of drug stores, most convenient retail establishments can not exist profitably in the congested central area. Here again, a distinct trend toward outlying locations is evident among establishments selling food, drugs, and gasoline products.

Consumer services are generally clustered around the periphery of the primary retail area at the present time. There is a tendency for these services to cluster around the hotel area in the vicinity of Council Street. As the city expands, these services will tend to arrange themselves in a more compact functional grouping.

Offices for administrative, financial and advisory services are concentrated north of Innis Street and west of Main Street forming a definable functional area.

Without any controls or plans, certain commercial activities in Salisbury's Downtown are beginning to coalesce into functional groupings. Economic forces tend to produce some recognition of desirable commercial arrangements. In order to create a more desirable and prosperous downtown area, municipal officials, land owners, and merchants must begin to guide future development to obtain an even more desirable arrangement of activities in the downtown area.

It has already been pointed out that Salisbury's primary retail area is relatively compact but its length is becoming excessive for shopper convenience. Future development of primary retail trade should be halted at Horah Street and turned back along the east side of Main Street. This step would tend to make the primary retail area more compact and eventually rejuvenate the older area north of Innis Street.

While primary retail establishments are seldom seen away from the center of a large commercial area, it is not at all uncommon to see secondary retail establishments located along major thoroughfares with or without close neighbors. The reason for this is simple. Secondary retail trade generally involves the sale of relatively expensive "hard goods" which are infrequently purchased. An individual shopping for furniture, appliances or an automobile is willing to go



to considerable trouble to locate competing outlets and compare their merchandise. For this reason, along with the fact that downtown space is becoming more costly, increasing numbers of secondary retail establishments are moving to outlying locations.

There is also an increasing out-migration of professional and business offices from downtown to more convenient outlying areas. This trend is detrimental to the best interest of the Central Business District and results from the growing congestion and lack of adequate convenient parking in the Downtown. The large number of people working in these offices add considerably to the trade in the Downtown Area. It would be profitable for Downtown merchants to initiate action to improve the Area as a location for professional and business offices.

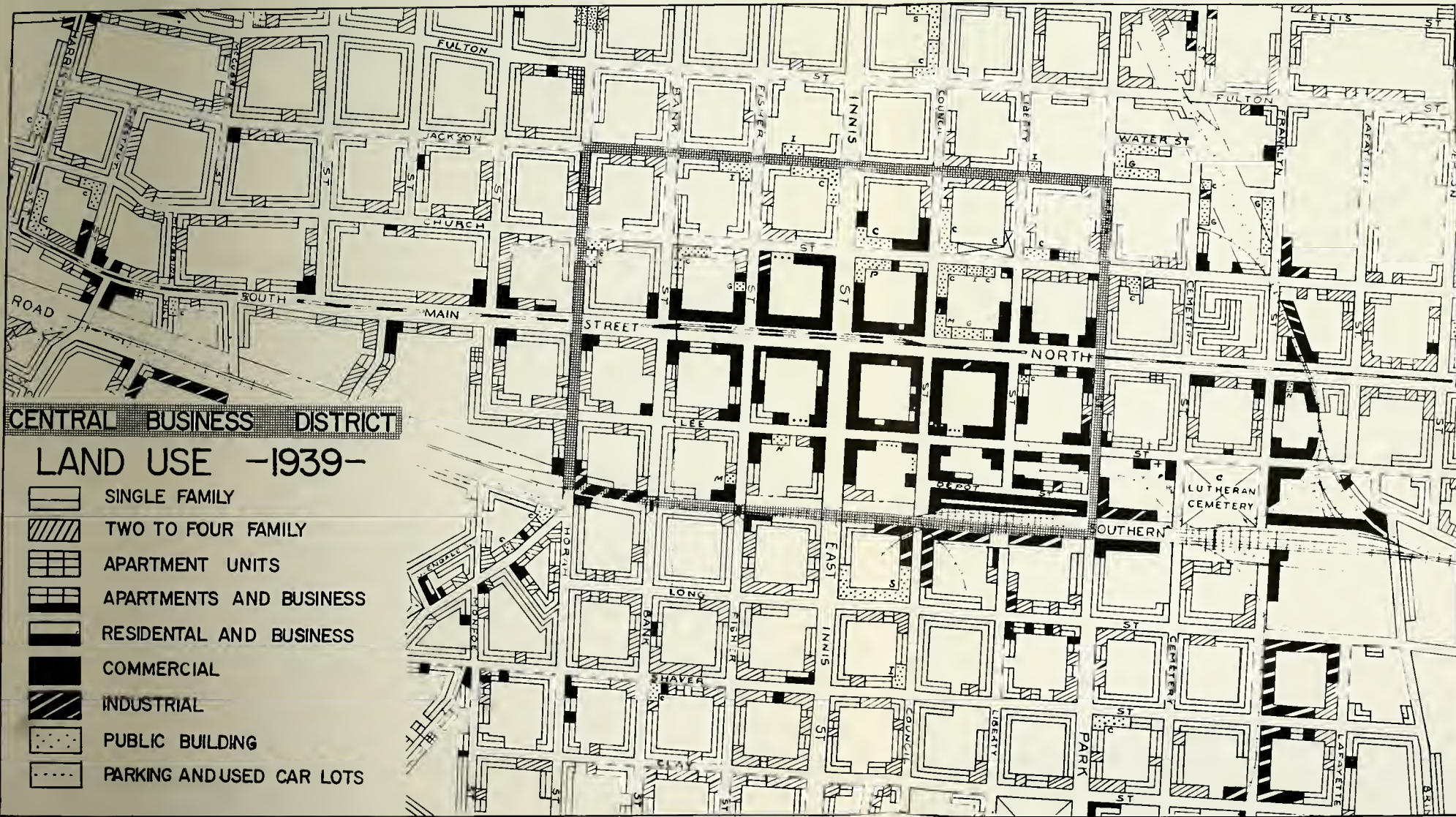
The discussion points up the fact that definite relationships exist between the various types of retail and business establishments and that the highest economic returns will be produced when the best arrangements between them can be achieved.

#### DOWNTOWN EXPANSION: 1939-1959

In 1939, the Works Progress Administration, in cooperation with city officials, conducted a "Real Property Survey" of Salisbury. One product of this survey was a map of the City showing, by appropriate symbols, the use of land within each block. That part of the Real Property Survey Map covering the Central Business District is shown on the following page. It indicates the extent of commercial development within the Central Business District in 1939. A second map has been prepared using the same symbols, to show the extent of commercial development twenty years later in 1959. A comparison of these maps indicates that the total commercial frontage in the Central Business District increased from 14,470 feet in 1939, to 18,576 feet in 1959. This was a gain of over 28 percent. During this same period, the population of the City's trade area increased by 17 percent. Apparently, Salisbury's Central Business District is increasing at a more rapid rate than its Trade Area population.
















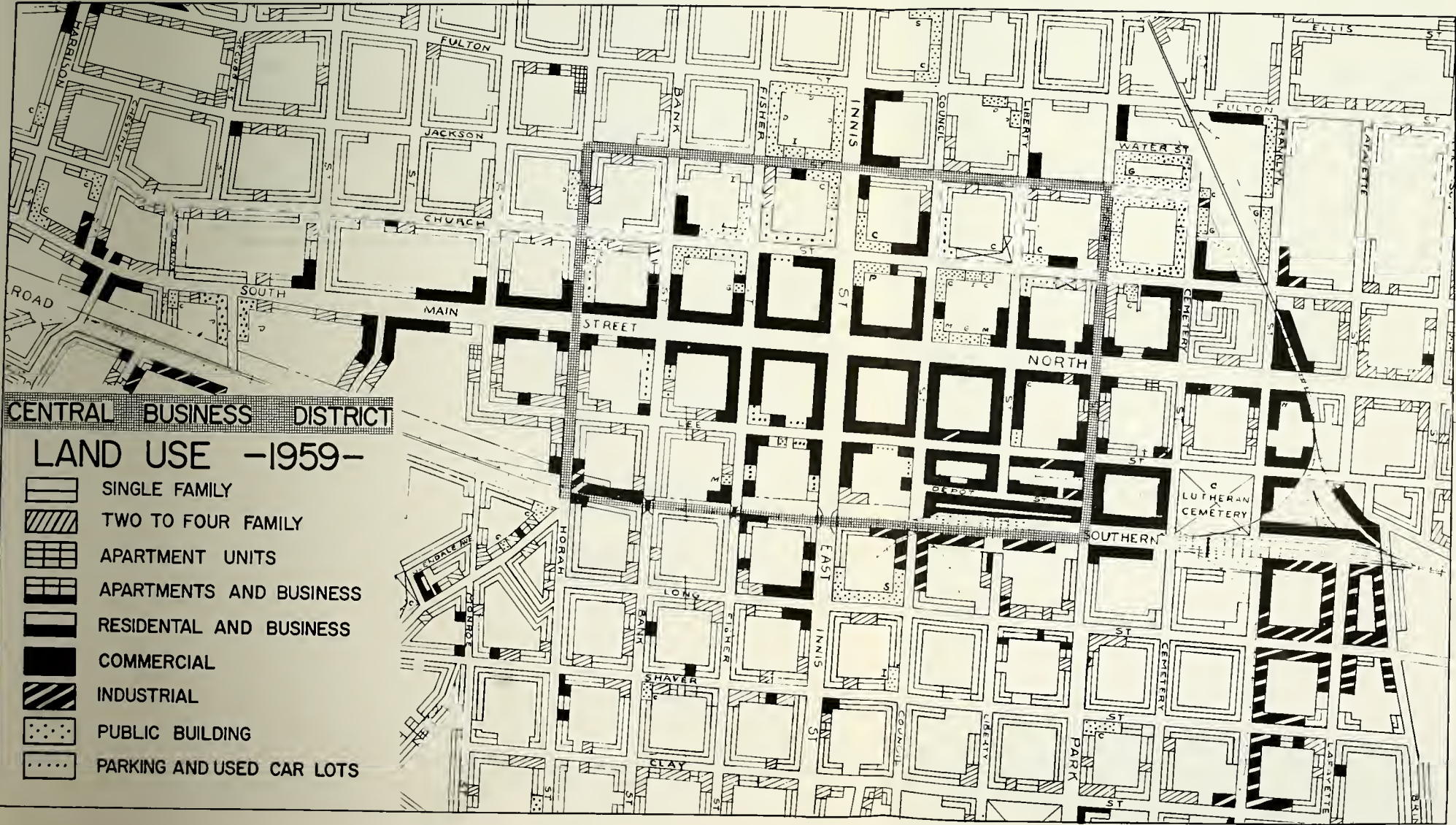




# CENTRAL BUSINESS DISTRICT

## LAND USE -1959-

-  SINGLE FAMILY
-  TWO TO FOUR FAMILY
-  APARTMENT UNITS
-  APARTMENTS AND BUSINESS
-  RESIDENTIAL AND BUSINESS
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC BUILDING
-  PARKING AND USED CAR LOTS





# EXISTING FLOOR SPACE - 1959

The following table indicates the ground floor space occupied by the various land-use categories in 1959.

FLOOR SPACE BY LAND-USE CATEGORY IN THE CENTRAL BUSINESS DISTRICT - 1959.	
Type of Use	Square Feet
Primary Retail -----	196,350
Secondary Retail -----	140,650
Administrative, Financial, and Advisory Services -----	107,150
Consumer Services -----	101,650
Convenience Retail -----	71,700
Vacant Commercial Buildings ---	73,350
Industrial -----	132,700
Wholesale and Storage -----	34,850
Repair -----	23,250
TOTAL SQUARE FEET -----	881,650





## CHAPTER IV

### DETAILED CHARACTERISTICS OF LAND USE

During the Month of June, 1959, the Division of Community Planning, Department of Conservation and Development conducted a land-use survey of Salisbury, Spencer, East Spencer and their environs. This Survey was a complete and detailed inventory of the existing use of each parcel of land within the municipalities and the surrounding urbanized area. During the Survey, information was also collected on housing conditions, racial distribution and other factors affecting the physical development of the Urban Area.

In order to present the land-use data in the most useable form, the Area containing the three municipalities and their environs has been divided into forty four planning districts as shown on the Map on the following page. Detailed characteristics of land use, housing conditions, population, race, and vacant land are presented on the following pages for planning areas 1 through 27. These twenty-seven planning areas contain all urban development within and surrounding the three municipalities. General land use information is included for planning areas 28 through 44. These remaining planning areas are at present rural in character but some urban development is expected to take place within them during the next twenty years.

The data presented in the following pages will form an important basis for the development of a Comprehensive Plan for the future development of the entire area. The data is useful not only for determining existing and future trends in development but also for estimating the need for future community facilities, urban renewal projects, zoning ordinances revisions, extra-territorial zoning, and many other aspects concerning the physical development of the Area.



SALISBURY N.C.  
PLANNING AREAS

1000' 0'  
Scale 1" = 1000'

PREPARED FOR  
SALISBURY-SPENCER-ROWAN COUNTY  
AREA PLANNING BOARD  
BY THE  
DIVISION OF COMMUNITY PLANNING  
DEPARTMENT OF CONSERVATION AND DEVELOPMENT





SALISBURY

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	1365.65	32.17	43.13
Single Family- - - - -	1238.44	29.18	39.12
Two Family - - - - -	72.77	1.71	2.30
3-6 Family - - - - -	47.30	1.11	1.49
6 Family and over- - - - -	2.98	.07	.10
Trailers - - - - -	2.81	.07	.10
Rooming and Boarding Houses, Fraternities - -	1.35	.03	.04
CULTURAL-SOCIAL FACILITIES- - - - -	404.58	9.50	12.74
Libraries, Museums - - - - -	.85	.02	.03
Schools, Colleges- - - - -	167.92	3.95	5.30
Institutions - - - - -	139.94	3.30	4.42
Parks and Recreation - - -	71.14	1.68	2.25
Churches - - - - -	24.73	.58	.78
COMMERCIAL SERVICES - - - - -	62.47	1.47	1.98
Consumer - - - - -	35.43	.83	1.12
Repair - - - - -	2.61	.06	.08
Professional - - - - -	12.88	.30	.41
Parking- - - - -	11.55	.27	.37
TRADES- - - - -	72.57	1.71	2.30
Primary Retail - - - - -	7.05	.17	.23
Secondary Retail - - - - -	23.24	.55	.74
Convenience Retail - - - - -	25.22	.59	.80
Wholesale- - - - -	17.06	.40	.54
PRODUCTION- - - - -	245.17	5.76	7.73
Durable Manufacturing- - -	8.95	.21	.28
Non-Durable Manufacturing-	23.35	.55	.74
Textile Manufacturing- - -	46.57	1.10	1.47
Industrial Services- - - -	166.30	3.92	5.26
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	1015.97	23.93	32.09
Railroads- - - - -	167.52	3.95	5.30
Streets- - - - -	848.45	19.99	26.80
VACANT OR NON-URBAN LAND- - - - -	1078.44	25.41	-
TOTAL AREA- - - - -	4244.85	100.00	100.00





## SPENCER

## EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	249.50	18.27	31.68
Single Family- - - - -	239.31	17.52	30.38
Two Family - - - - -	7.81	.57	.99
3-6 Family - - - - -	.85	.06	.10
6 Family and over- - - - -	-	-	-
Trailers - - - - -	1.53	.10	.17
Rooming and Boarding Houses, Fraternities - - -	-	-	-
CULTURAL-SOCIAL FACILITIES- - -	45.33	3.32	5.76
Libraries, Museums - - - - -	-	-	-
Schools, Colleges- - - - -	23.93	1.77	3.07
Institutions - - - - -	8.00	.58	1.01
Parks and Recreation - - - - -	11.37	.83	1.44
Churches - - - - -	2.03	.14	.24
COMMERCIAL SERVICES - - - - -	7.61	.53	.92
Consumer - - - - -	5.66	.40	.69
Repair - - - - -	1.34	.09	.16
Professional - - - - -	.61	.04	.07
Parking- - - - -	-	-	-
TRADES- - - - -	11.56	.83	1.44
Primary Retail - - - - -	.61	.04	.07
Secondary Retail - - - - -	2.70	.19	.33
Convenience Retail - - - - -	8.25	.60	1.04
Wholesale- - - - -	-	-	-
PRODUCTION- - - - -	11.43	.84	1.46
Durable Manufacturing- - - - -	.50	.03	.05
Non-Durable Manufacturing- - - - -	8.74	.64	1.12
Textile Manufacturing- - - - -	-	-	-
Industrial Services- - - - -	2.19	.16	.28
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	461.92	33.83	58.66
Railroads- - - - -	157.51	11.54	20.01
Streets- - - - -	304.41	22.29	38.65
VACANT OR NON-URBAN LAND- - - - -	578.12	42.34	-
TOTAL AREA- - - - -	1365.47	100.00	100.00



## EAST SPENCER

## EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	173.89	22.19	41.22
Single Family- - - - -	170.84	21.81	40.35
Two Family - - - - -	1.35	.71	.48
3-6 Family - - - - -	.47	.06	.11
6 Family and over- - - - -	-	-	-
Trailers - - - - -	1.23	.15	.28
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- - - - -	23.19	2.96	5.48
Libraries, Museums - - - - -	-	-	-
Schools, Colleges- - - - -	11.37	1.45	2.68
Institutions - - - - -	.62	.07	.13
Parks and Recreation - - -	6.83	.88	1.63
Churches - - - - -	4.37	.56	1.04
COMMERCIAL SERVICES - - - - -	3.44	.45	.82
Consumer - - - - -	1.29	.16	.30
Repair - - - - -	1.35	.17	.30
Professional - - - - -	.80	.12	.22
Parking- - - - -	-	-	-
TRADES- - - - -	4.12	.52	.96
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	-	-	-
Convenience Retail - - - -	4.12	.52	.96
Wholesale- - - - -	-	-	-
PRODUCTION- - - - -	91.61	11.69	21.63
Durable Manufacturing- - -	19.75	2.52	4.66
Non-Durable Manufacturing-	-	-	-
Textile Manufacturing- - -	-	-	-
Industrial Services- - - -	15.26	1.95	3.61
Open Pit Mining- - - - -	56.60	7.23	13.38
TRANSPORTATION- - - - -	142.43	18.18	33.63
Railroads- - - - -	-	-	-
Streets- - - - -	142.43	18.18	33.63
VACANT OR NON-URBAN LAND- - - -	344.61	44.00	-
TOTAL AREA- - - - -	783.29	100.00	100.00





TOTAL FOR PLANNING AREAS 1-27

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	2446.27	16.30	38.48
Single Family- - - - -	2210.89	14.73	34.78
Two Family - - - - -	154.31	1.03	2.43
3-6 Family - - - - -	48.99	.33	.78
6 Family and over- - - - -	2.98	.02	.05
Trailers - - - - -	27.75	.18	.42
Rooming and Boarding Houses, Fraternities - -	1.35	.01	.02
CULTURAL-SOCIAL FACILITIES- - - - -	626.73	4.18	9.87
Libraries, Museums - - - - -	.85	.01	.02
Schools, Colleges- - - - -	209.99	1.40	3.30
Institutions - - - - -	141.79	.94	2.22
Parks and Recreation - - -	234.58	1.56	3.68
Churches - - - - -	39.52	.26	.61
COMMERCIAL SERVICES - - - - -	165.72	1.10	2.60
Consumer - - - - -	133.34	.89	2.10
Repair - - - - -	5.75	.04	.09
Professional - - - - -	15.08	.10	.24
Parking- - - - -	11.55	.08	.19
TRADES- - - - -	113.01	.75	1.77
Primary Retail - - - - -	8.01	.05	.12
Secondary Retail - - - - -	34.85	.23	.54
Convenience Retail - - - -	48.80	.33	.78
Wholesale- - - - -	21.35	.14	.33
PRODUCTION- - - - -	412.22	2.75	6.49
Durable Manufacturing- - -	37.61	.25	.59
Non-Durable Manufacturing-	45.78	.30	.71
Textile Manufacturing- - -	88.23	.59	1.39
Industrial Services- - - -	198.64	1.32	3.12
Open Pit Mining- - - - -	56.60	.38	.89
TRANSPORTATION- - - - -	2592.82	17.27	40.77
Railroads- - - - -	522.10	3.48	8.22
Streets- - - - -	2070.72	13.79	32.56
VACANT OR NON-URBAN LAND- - - -	8653.72	57.65	-
TOTAL AREA- - - - -	15010.49	100.00	100.00



Planning Area No. 1

EXISTING LAND USE

CATEGORY	ACRES	% of AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	102.78	19.81	50.76
Single Family - - - - -	102.53	19.80	50.73
Two Family - - - - -	-	-	-
3-6 Family - - - - -	-	-	-
6 Family and over - - - - -	-	-	-
Trailers - - - - -	.25	.01	.03
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- -	-	-	-
Libraries, Museums - - - - -	-	-	-
Schools, Colleges- - - - -	-	-	-
Institutions - - - - -	-	-	-
Parks and Recreation - - -	-	-	-
Churches - - - - -	-	-	-
COMMERCIAL SERVICES - - - - -	-	-	-
Consumer - - - - -	-	-	-
Repair - - - - -	-	-	-
Professional - - - - -	-	-	-
Parking- - - - -	-	-	-
TRADES- - - - -	4.61	.90	2.31
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	-	-	-
Convenience Retail - - - - -	2.15	.42	1.08
Wholesale- - - - -	2.46	.48	1.23
PRODUCTION- - - - -	4.60	.88	2.26
Durable Manufacturing- - -	2.76	.53	1.36
Non-Durable Manufacturing- -	-	-	-
Textile Manufacturing - - -	-	-	-
Industrial Services- - - -	1.84	.35	.90
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION - - - - -	90.12	17.41	44.60
Railroads- - - - -	42.14	8.14	20.85
Streets- - - - -	47.98	9.27	23.75
VACANT OR NON-URBAN LAND- - -	315.61	60.97	
TOTAL AREA- - - - -	517.72	100.00	100.00



### General Land Use Characteristics

Approximately 39% of all land in this area is developed. Slightly over 50% of the developed land consists of single family residential lots, approximately 45% consists of street and railroad rights-of-way and less than 5% is occupied by trades and industrial uses. There are no schools, parks or other public facilities in this area. The Milford Hill subdivision occupies the largest part of the residential development in this area. The Western Division of the Southern Railroad forms the southern boundary of this Area. Some industrial development has taken place along this railroad and steps should be taken to insure that future industrial development does not have an adverse effect on the residential character of the area. Commercial development within the Area is taking place at the intersection of 601 bypass and Statesville Highway and along Statesville Highway near Grants Creek. This is a five point intersection and increasing traffic problems will occur as the commercial area expands.

### Housing Quality

The general quality of housing in this Area is good. Approximately one-half of the housing is above average and the remaining half is classified as average housing.

### Dwelling Units, Estimated Population and Density

There are 183 dwelling units in the Area with an estimated 3.8 persons per dwelling unit. The estimated population of the Area is 695 persons. The average density within the Area is 1.78 dwelling units per acre.

### Racial Characteristics

The Area contains an all White population..

### Traffic and Transportation

The Western Division of the Southern Railroad forms the southern boundary of this Area. The northern boundary is formed by US Highway 70. The 601 highway bypass cuts diagonally through the Area. Traffic volumes along Highway 70 vary from a low of approximately 3,000 vehicles per day to the west of the Area and increases to a high of approximately 7,000 vehicles per day on the eastern edge of the Area at Grants Creek. Traffic volumes along the 601 bypass average approximately 2 to 3 thousand vehicles per day.





## Vacant Land

Approximately 61% of the land Area is vacant. A large part of this vacant land is in large tracts located between Colonial Drive and Grants Creek and along the 601 bypass. The vacant land between Colonial Drive and Grants Creek is wooded and varies in terrain from gently rolling to relatively steep. A small tributary stream flows into Grants Creek through this Area and the land drops off sharply from Colonial Drive toward this small stream. Along the 601 bypass the vacant land is gently rolling with some wooded areas to the east of the bypass and cleared farm land toward the west of the bypass.



Planning Area No. 2

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	80.40	19.34	59.60
Single Family- - - - -	78.87	18.97	58.47
Two Family - - - - -	-	-	-
3-6 Family - - - - -	-	-	-
6 Family and over- - - - -	-	-	-
Trailers - - - - -	1.53	.37	1.13
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- - - - -	2.46	.59	1.82
Libraries, Museums - - - - -	-	-	-
Schools, Colleges- - - - -	-	-	-
Institutions - - - - -	-	-	-
Parks and Recreation - - - - -	-	-	-
Churches - - - - -	2.46	.59	1.82
COMMERCIAL SERVICES - - - - -	-	-	-
Consumer - - - - -	-	-	-
Repair - - - - -	-	-	-
Professional - - - - -	-	-	-
Parking- - - - -	-	-	-
TRADES- - - - -	.37	.09	.24
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	-	-	-
Convenience Retail - - - - -	.25	.06	.13
Wholesale- - - - -	.12	.03	.10
PRODUCTION- - - - -	-	-	-
Durable Manufacturing- - - - -	-	-	-
Non-Durable Manufacturing- - - - -	-	-	-
Textile Manufacturing- - - - -	-	-	-
Industrial Services- - - - -	-	-	-
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	51.68	12.43	38.34
Railroads- - - - -	-	-	-
Streets- - - - -	51.68	12.43	27.30
VACANT OR NON-URBAN LAND- - - - -	280.73	64.60	-
TOTAL AREA- - - - -	415.64	100.00	100.00





## PLANNING AREA NO. 2

### General Land Use Characteristics

Approximately 35% of all land in the Area is developed. Approximately 60% of the developed land is occupied by single family residents, slightly less than 2% in churches, approximately 38% in street and railroad rights-of-way and less than  $\frac{1}{2}$  of 1% in trades. The general environment of the Area is good. A small amount of commercial activities within the Area are located at the intersection of the 601 bypass and US Highway 70. The most important factor which may cause an adverse environment or effect is US Highway 70 which forms the southern boundary of this Area.

### Housing Quality

In general, housing in this Area is good with approximately 50% being classified as above average and 50% being classified as average.

### Dwelling Units, Estimated Population and Density

The Area contains 214 dwelling units, these are almost entirely single family residences. Assuming 4 persons per dwelling unit the estimated population of the Area is 856 persons. There are 2.66 families per net acre of residentially developed land.

### Racial Characteristics

The Area contains an all White population.

### Traffic and Transportation

The western boundary of the Area is formed by the 601 bypass and the southern boundary is formed by US Highway 70. No traffic counts are available for the 601 bypass in this area; however, US Highway 70 has traffic volumes ranging from slightly over 3,000 in the west to approximately 7,000 vehicles per day near Grants Creek in the southeast corner of the Area.

### Vacant Land

64.6% of the Area is in vacant land. This vacant land is located principally along the 601 bypass on the west and along the small stream forming the northern boundary of the Area. A small amount of vacant land is also found along Grants Creek in the eastern section of the area. Much of this vacant land



is contained in large parcels and is not subdivided. The vacant land located along the 601 bypass and along the northern boundary of the Area is gently rolling and generally wooded and seems to be well suited for residential development. Some of the land along Grants Creek is subject to flooding.



Planning Area No. 3

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	73.77	16.25	22.11
Single Family- - - - -	69.15	15.23	20.73
Two Family - - - - -	1.54	.34	.46
3-6 Family - - - - -	1.54	.34	.46
6 Family and over- - - - -	-	-	-
Trailers - - - - -	1.54	.34	.46
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- -	126.24	27.78	37.81
Libraries, Museums - - - -	-	-	-
Schools, Colleges- - - - -	54.26	11.94	16.25
Institutions - - - - -	70.75	15.57	21.19
Parks and Recreation - - - -	-	-	-
Churches - - - - -	1.23	.27	.37
COMMERCIAL SERVICES - - - - -	3.28	.72	.98
Consumer - - - - -	3.14	.69	.94
Repair - - - - -	.14	.03	.04
Professional - - - - -	-	-	-
Parking- - - - -	-	-	-
TRADES- - - - -	9.35	2.07	2.82
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	1.48	.33	.45
Convenience Retail - - - - -	1.85	.41	.56
Wholesale- - - - -	6.02	1.33	1.81
PRODUCTION- - - - -	15.86	3.49	4.75
Durable Manufacturing- - -	-	-	-
Non-Durable Manufacturing-	-	-	-
Textile Manufacturing- - -	11.56	2.54	3.46
Industrial Services- - - -	4.30	.95	1.29
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	105.51	23.22	31.61
Railroads- - - - -	24.61	5.42	7.38
Streets- - - - -	80.90	17.80	24.23
VACANT OR NON-URBAN LAND- - -	120.41	26.50	-
TOTAL AREA- - - - -	454.42	100.00	100.00





## PLANNING AREA NO. 3

### General Land Use Characteristics

Planning Area number 3 has approximately 74% of its land area developed. Approximately 22% of this developed land is in residential use, approximately 38% is occupied by cultural and social facilities, slightly less than 4% is occupied by trades and services, slightly less than 5% is occupied by industrial activities, and 32% is occupied by street and railroad rights-of-way. Most of the service and trade activities are located along Innis Street which forms the eastern boundary of this Area. Industrial activities are located along the western division of the Southern Railroad which forms the southern boundary of this area. Catawba College and the Veteran's Hospital, which are located in this area, exert a stabilizing influence on the residential property and largely overcome the adverse effects arising from commercial and industrial activities along Innis Street and the railroad.

### Housing Quality

Approximately three-fourths of the housing in this Area is classified as above average. Less than 1% of the residential acreage is occupied by two family or multi-family residential structures.

### Dwelling Units, Estimated Population and Density

There are 267 dwelling units within this Area. Assuming an average of 3.5 persons per dwelling unit, the population of this Area is 935 persons. There are 3.62 families per acre of residentially developed land.

### Racial Characteristics

The Area contains an all White population.

### Traffic and Transportation

US Highway 70, which passes through the center of the Area is in an east-west direction and Innis Street which forms the eastern boundary of the Area, are the major carriers of automotive traffic. Traffic volumes along US 70 average from seven to eight thousand vehicles per day. Traffic volumes along Innis Street vary from under 3,000 at Grants Creek to approximately 7,000 at the intersection with Highway US 70 and increasing to more than 10,000 vehicles per day at the intersection with the



Western Division of the Southern Railroad. The Western Division of the Southern Railroad forms the southern boundary of this area and some sidings are provided for industrial activities.

#### Vacant Land

Approximately 26% of the land in Planning Area No. 3 is vacant. This vacant land is located principally along Grants Creek which forms the western and northern boundaries of the area. Some of this vacant land along the creek is subject to flooding. The largest portion of the vacant land is undivided and is contained in relatively large parcels.





Planning Area No. 4

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	155.65	21.37	33.71
Single Family- - - - -	126.99	17.43	27.50
Two Family - - - - -	16.38	2.25	3.55
3-6 Family - - - - -	17.61	2.42	3.81
6 Family and over- - - - -	.55	.07	.12
Trailers - - - - -	.12	.02	.03
Rooming and Boarding Houses, Fraternities - - -			
CULTURAL-SOCIAL FACILITIES- - -	71.64	9.83	15.51
Libraries, Museums - - - - -	-	-	-
Schools, Colleges- - - - -	52.45	7.20	11.36
Institutions - - - - -	4.74	.65	1.03
Parks and Recreation - - -	12.30	1.69	2.66
Churches - - - - -	2.15	.29	.47
COMMERCIAL SERVICES - - - - -	2.76	.34	.60
Consumer - - - - -	2.46	.33	.53
Repair - - - - -	.30	.01	.06
Professional - - - - -	-	-	-
Parking- - - - -	-	-	-
TRADES- - - - -	7.30	1.00	1.58
Primary Retail - - - - -	.15	.02	.03
Secondary Retail - - - - -	2.03	.28	.44
Convenience Retail - - - - -	3.51	.48	.76
Wholesale- - - - -	1.97	.27	.43
PRODUCTION- - - - -	126.61	17.38	27.42
Durable Manufacturing- - -	2.09	.28	.45
Non-Durable Manufacturing- -	4.43	.61	.96
Textile Manufacturing- - -	-	-	26.01
Industrial Services- - - -	120.09	16.48	-
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	97.82	13.76	21.18
Railroads- - - - -	-	-	-
Streets- - - - -	97.82	13.76	21.18
VACANT OR NON-URBAN LAND- - -	266.73	36.61	-
TOTAL AREA- - - - -	728.51	100.00	100.00



## PLANNING AREA NO. 4

### General Land Use Characteristics

Approximately 63% of the total land area is developed. Approximately 34% of the developed land is used for residential purposes, slightly over 15% is used for cultural and social facilities, approximately 2% is used for commercial activities, slightly over 27% is used for manufacturing and industrial service activities, and street rights-of-way occupy approximately 21% of the developed area. The predominant uses in the Area are residences, primarily single family, but also a significant amount of two-family and multi-family units. Other significant uses in the area include Livingstone College and the rather sizable area along Grants Creek occupied by the City land fill. There is some mixing of commercial with residential land uses in the area.

### Housing Quality

Approximately 35% of all housing in this area is classified as below average. Another 12% is classified as being dilapidated. Of the remaining housing in the area less than 7% is classified as being above average in quality and approximately 45% is classified as being average housing.

### Dwelling Units, Estimated Population and Density

It is estimated that there are 833 dwelling units within this Planning Area. Assuming that there are 3.8 persons per dwelling unit, the estimated population of the Area is 3,165 persons. The density in the area is 5.4 dwelling units per acre of residentially developed land.

### Racial Characteristics

Approximately 96% of all dwelling units in this area are occupied by Negro families.

### Traffic and Transportation

The northern boundary of Planning Area No. 4 is formed by the Western Division of the Southern Railroad. Innis Street cuts across the northeast corner of the planning area. Traffic volumes along this part of Innis Street exceed 10,000 vehicles per day. A minor arterial route passing through Planning Area 4 is formed by the old Wilksboro Road and Monroe Street. Traffic volumes along this route amount to several hundred vehicles



per day. The western boundary of Planning Area 4 is formed by the 601 bypass in the vicinity of Grants Creek. Traffic volumes along this section of 601 bypass average approximately 3,000 vehicles per day.

#### Vacant Land

More than 36% of the Area is in vacant land and another 16% of the area is occupied by the City's land fill which will eventually be developed for other purposes. To the east of Grants Creek the vacant land is in large parcels largely owned by Livingstone College and is characterized by rolling wooded terrain well suited for development. To the west of Grants Creek the vacant land is also in large parcels and is relatively flat and clear in the vicinity of the railroad. Just west of the Town Creek flood plain the land is gently rolling, well suited for development.





Planning Area No. 5

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	167.90	43.60	60.74
Single Family- - - - -	147.65	38.35	53.42
Two Family - - - - -	12.30	3.19	4.44
3-6 Family - - - - -	7.63	1.98	2.76
6 Family and over- - - - -	.16	.04	.06
Trailers - - - - -	.16	.04	.06
Rooming and Boarding Houses, Fraternities - - -	-	-	-
CULTURAL-SOCIAL FACILITIES- - - - -	19.81	5.14	7.17
Libraries, Museums - - - - -	-	-	-
Schools, Colleges- - - - -	18.09	4.70	6.55
Institutions - - - - -	-	-	-
Parks and Recreation - - -	.55	.14	.20
Churches - - - - -	1.17	.30	.42
COMMERCIAL SERVICES - - - - -	2.95	.77	1.07
Consumer - - - - -	2.77	.72	1.00
Repair - - - - -	.18	.05	.07
Professional - - - - -	-	-	-
Parking- - - - -	-	-	-
TRADES- - - - -	4.37	1.13	1.57
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	.12	.03	.04
Convenience Retail - - - - -	1.17	.30	.42
Wholesale- - - - -	3.08	.80	1.11
PRODUCTION- - - - -	.96	.25	.35
Durable Manufacturing- - -	.40	.11	.15
Non-Durable Manufacturing- -	.20	.05	.07
Textile Manufacturing- - -	-	-	-
Industrial Services- - - -	.36	.09	.13
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	80.41	20.89	29.10
Railroads- - - - -	1.11	.29	.40
Streets- - - - -	79.30	20.60	28.70
VACANT OR NON-URBAN LAND- - - - -	108.60	28.21	-
TOTAL AREA- - - - -	385.00	100.00	100.00



## PLANNING AREA NO. 5

### General Land Use Characteristics

Planning Area No. 5 contains approximately 385 acres. Approximately 280 acres, or 72% of the land is developed for urban purposes. Approximately 61% of the developed land is occupied by residences. A small but significant proportion of the residential acreage is occupied by two-family and multi-family dwelling units. The area contains a high school, an elementary school and a very small park. Commercial land uses occupy less than 3% of the developed land and are primarily located along Fulton Street and Elm Street near its intersection with Fulton Street. A small amount of land is devoted to manufacturing activities. Street rights-of-way occupy approximately 29% of the developed land. The pattern of residential development indicates a relatively high degree of stability.

### Housing Quality

More than 18% of the housing in this Area is classified as above average. Nearly 79% of the housing is classified as average. Only a little more than 2% of housing is classified as below average and no housing is classified as dilapidated.

### Dwelling Units, Estimated Population and Density

There are an estimated 822 dwelling units within this area. Assuming that there are 3.2 persons per dwelling unit the estimated population in the Area is 2,627 persons. The average density of this Area is 4.90 dwelling units per net residential acre.

### Racial Characteristics

The Area contains an all White population.

### Traffic and Transportation

Planning Area No. 5 is bounded on the east by Fulton Street which has traffic volumes ranging from approximately 4,000 vehicles per day near the Fulton and Main Street intersection to over 6,000 vehicles per day near the intersection of Fulton Street with Lincolnton Road. The western boundary of the planning area is the 601 bypass which has a traffic volume of approximately 3,000 vehicles per day. Lincolnton Road passes through the planning area in a generally east-west direction and carries a traffic volume ranging from around 2,000 vehicles per day at Woodleaf Road to more than 3,000 vehicles per day at the intersection with



Fulton Street. The southern boundary of Planning Area No. 5 is formed by NC Highway 150 which carries a traffic volume ranging between 3 and 4 thousand vehicles per day. A short section of South Main Street borders the southeast corner of the district. Main Street at this point carries a traffic volume of almost 9,000 vehicles per day.

#### Vacant Land

The largest parcel of vacant land within this Area is bounded on the north and east sides by Milford Hills Road, on the south by the Lincolnton Road, and on the west by Woodleaf Road. The terrain of the land in this parcel is rolling and relatively clear of heavy vegetation. A small drainage channel runs along the southern border. This tract of land is owned by Livingstone College. It would be ideally suited for residential development. Another relatively large tract of vacant land within the area lies between NC Highway 150 and Maupin Avenue to the east of the 601 bypass. A drainage channel bisects this property and creates some limitations upon its development. Another tract of vacant land in the Area lies between Maupin Avenue and Mitchell Avenue near the 601 bypass. This tract of land is largely subdivided. Other vacant parcels within the Area are largely made up of subdivided parcels scattered through the residential development.





Planning Area No. 6

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVEL- OPED LAND
RESIDENTIAL - - - - -	80.72	9.23	39.08
Single Family - - - - -	79.74	9.13	38.66
Two Family - - - - -	.12	.01	.04
3-6 Family - - - - -	.12	.01	.04
6 Family and over- - - - -	-	-	-
Trailers - - - - -	.74	.08	.34
Rooming and Boarding Houses, Fraternities - - -	-	-	-
CULTURAL-SOCIAL FACILITIES - -	20	.02	.09
Libraries, Museums - - - - -	-	-	-
Schools, colleges - - - - -	-	-	-
Institutions - - - - -	-	-	-
Parks and Recreation - - - -	-	-	-
Churches - - - - -	.20	.02	.09
COMMERCIAL SERVICES - - - - -	4.56	.52	2.21
Consumer - - - - -	4.31	.49	2.08
Repair - - - - -	.25	.03	.13
Professional - - - - -	-	-	-
Parking - - - - -	-	-	-
TRADES- - - - -	9.30	1.06	4.50
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	5.17	.59	2.50
Convenience Retail - - - - -	2.28	.26	1.10
Wholesale - - - - -	1.85	.21	.90
PRODUCTION - - - - -	6.84	.77	3.36
Durable Manufacturing - - -	1.17	.13	.60
Non-Durable Manufacturing- -	2.46	.28	1.19
Textile Manufacturing- - -	1.17	.13	.60
Industrial Services- - - -	2.04	.23	.97
Open Pit Mining - - - - -	-	-	-
TRANSPORTATION- - - - -	104.70	11.99	50.77
Railroads- - - - -	24.11	2.76	11.69
Streets- - - - -	80.59	9.23	39.08
VACANT OR NON-URBAN LAND- - - -	667.10	76.38	-
TOTAL AREA - - - - -	873.42	100.00	100.00



## PLANNING AREA NO. 6

### General Land Use Characteristics

Planning Area No. 6 is largely undeveloped and less than 24% of the total Area is developed. Approximately 39% of the developed Area is occupied by residential structures, predominantly single family dwelling units. An insignificant number of dwelling units are represented by two-family and multi-family structures. A rather high percentage, almost 7% of the developed land is occupied by commercial activities located primarily along Main Street which parallels the eastern border of the Area. Slightly more than 3% of the developed area consists of industrial activities. Street and railroad rights-of-way occupy more than 50% of the developed Area.

### Housing Quality

41% of the dwelling units within the Area are classified as above average, slightly more than 68% are classified as average, approximately 10% are classified as below average and less than 1% are classified as dilapidated.

### Dwelling Units, Estimated Population and Density

It is estimated that there are 223 dwelling units within this Area. Assuming that there are 3.2 persons per dwelling unit the estimated population of this Area is 713 persons. The density within the Area is 2.8 dwelling units per net residential acre.

### Racial Characteristics

Planning Area No. 6 has an all White population.

### Traffic and Transportation

Planning Area No. 6 is bounded on the north by NC Highway 150 having a traffic volume of approximately 3 to 4 thousand vehicles per day. The eastern boundary of the Area is formed by the Southern Railroad track and some sidings are provided into the Area to the east of Main Street. Traffic volumes on Main Street, which parallels the eastern boundary of the Area, vary from 5 to 7 thousand vehicles per day. The 601 bypass which passes diagonally through the Area in a northwest-southeast direction carries a traffic volume of a little more than 1,000 vehicles per day.



## Vacant Land

Slightly more than 76% of the total land area is in vacant land. This vacant land is generally characterized by a rolling terrain and is cut up to some extent by drainage channels and streams. A large portion of the land is wooded and some flooding is experienced along Grants Creek which forms the western boundary of this Area. A large part of the frontage along Main Street is still undeveloped. No development has yet taken place along the 601 bypass.





Planning Area No. 7

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	38.09	16.17	40.89
Single Family- - - - -	37.89	16.09	40.69
Two Family - - - - -	.20	.08	.20
3-6 Family - - - - -	-	-	-
6 Family and over- - - - -	-	-	-
Trailers - - - - -	-	-	-
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- - - - -	3.85	1.64	3.98
Libraries, Museums - - - - -	-	-	-
Schools, Colleges- - - - -	3.60	1.53	3.70
Institutions - - - - -	-	-	-
Parks and Recreation - - - - -	-	-	-
Churches - - - - -	.25	.11	.28
COMMERCIAL SERVICES - - - - -	.12	.05	.13
Consumer - - - - -	-	-	-
Repair - - - - -	-	-	-
Professional - - - - -	.12	.05	.13
Parking- - - - -	-	-	-
TRADES- - - - -	1.35	.57	1.44
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	1.04	.44	1.11
Convenience Retail - - - - -	.31	.13	.33
Wholesale- - - - -	-	-	-
PRODUCTION- - - - -	6.77	2.88	7.28
Durable Manufacturing- - - - -	-	-	-
Non-Durable Manufacturing- - - - -	-	-	-
Textile Manufacturing- - - - -	6.77	2.88	7.28
Industrial Services- - - - -	-	-	-
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	46.51	19.75	49.95
Railroads- - - - -	16.61	7.05	17.83
Streets- - - - -	29.90	12.70	32.12
VACANT OR NON-URBAN LAND- - - - -	138.76	60.46	-
TOTAL AREA- - - - -	235.45	100.00	100.00



## PLANNING AREA NO. 7

### General Land Use Characteristics

Planning Area No. 7 includes much of the area known as the Rowan Mills section. Approximately 40% of the total land Area is developed. Approximately 41% of the developed Area is in residential use and is occupied almost entirely by single dwelling units. One small elementary school occupying less than 4 acres exists within the Area. Commercial activities occupy less than 2% of the developed area and industrial activities occupy slightly more than 7% of the Area. Approximately 50% of the developed Area is occupied by street and railroad rights-of-way.

### Housing Quality

Approximately 94% of the housing in the Area is classified as average and 6% is classified as below average.

### Dwelling Units, Estimated Population and Density

There are estimated to be 110 dwelling units within the Area. Assuming that there are 3.5 persons per dwelling unit, the estimated population of the Area is 385 persons. The density in the Area is 2.9 dwelling units per net residential acre.

### Racial Characteristics

Planning Area No. 7 has an all White population.

### Traffic and Transportation

The eastern boundary of the Planning Area is formed by the Southern Railroad. Main Street which parallels the railroad on the east side of the Area carries a traffic volume of slightly more than 6,000 vehicles per day.

### Vacant Land

Slightly more than 60% of the total land Area is vacant. Much of this vacant land exists in relatively large parcels cut up to a considerable extent by small streams and drainage channels. Much of the land can be developed readily for residential purposes. Very little vacant frontage exists along Main Street.



Planning Area No. 8

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	16.81	3.47	18.94
Single Family - - - - -	16.67	3.44	18.78
Two Family - - - - -	.14	.03	.16
3-6 Family - - - - -	-	-	-
6 Family and over- - - - -	-	-	-
Trailers - - - - -	-	-	-
Rooming and Boarding Houses, Fraternities - - -	-	-	-
CULTURAL-SOCIAL FACILITIES - - - - -	-	-	-
Libraries, Museums - - - - -	-	-	-
Schools, colleges - - - - -	-	-	-
Institutions - - - - -	-	-	-
Parks and Recreation - - - - -	-	-	-
Churches - - - - -	-	-	-
COMMERCIAL SERVICES - - - - -	-	-	-
Consumer - - - - -	-	-	-
Repair - - - - -	-	-	-
Professional - - - - -	-	-	-
Parking - - - - -	-	-	-
TRADES- - - - -	5.84	1.20	6.55
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	5.84	1.20	6.55
Convenience Retail - - - - -	-	-	-
Wholesale - - - - -	-	-	-
PRODUCTION - - - - -	15.93	3.28	17.91
Durable Manufacturing - - -	6.46	1.33	7.26
Non-Durable Manufacturing- -	9.47	1.95	10.65
Textile Manufacturing- - - -	-	-	-
Industrial Services- - - - -	-	-	-
Open Pit Mining - - - - -	-	-	-
TRANSPORTATION- - - - -	50.17	10.35	56.50
Railroads- - - - -	11.07	2.28	12.45
Streets- - - - -	39.10	8.07	44.05
VACANT OR NON-URBAN LAND- - - -	395.72	81.68	-
TOTAL AREA - - - - -	484.47	100.00	100.00





## PLANNING AREA NO. 8

### General Land Use Characteristics

Approximately 18% of the total land area is developed. The predominant character of development in the Area is industrial and commercial. Slightly less than 19% of the developed Area is in residential use. Commercial activities occupy more than 6%, industrial activities occupy slightly less than 18% and street and railroad rights-of-way occupy over 56% of the developed land. The pattern of residential development is poor.

### Housing Quality

Approximately 53% of the residential structures in the Area are classified as average, 36% are classified as below average and 11% of the housing is classified as dilapidated. Most of the poorer quality housing is located near the railroad and south of Julian Road.

### Dwelling Units, Estimated Population and Density

There are estimated to be 56 dwelling units within Planning Area No. 8. Assuming that there are 4 person per dwelling unit, the estimated population of the Area is 224 persons. The density in the Area is 3.3 dwelling units per net residential acre.

### Racial Characteristics

Planning Area No. 8 contains an all White population.

### Traffic and Transportation

Area No. 8 is bounded on the north by Klumac Road which connects Main Street to Interstate No. 85. Interstate No. 85 forms the eastern boundary of the Area. Julian Road, beginning from its interchange with Interstate 85 forms the southern boundary of the Area up to Town Creek. The Southern Railroad forms the western boundary of the Area. There is very little street development within the Area.

### Vacant Land

Almost 82% of this Area lies in vacant undeveloped land. This vacant land begins largely about 1,000 feet to the east of the railroad and continues in an easterly direction to Interstate No. 85. Town Creek passes through this vacant land in a northeast



direction and the Area is cut up to some extent by smaller streams and drainage channels. Along Interstate 85 to the south of the Klumac interchange, the land slopes gently down towards a drainage channel lying approximately midway between the Klumac interchange and the Julian Road interchange. Land to the south of this small drainage channel rises rather sharply and becomes rolling in the area of the Julian Road interchange. Along Julian Road between the interchange and Town Creek, land is rolling with some steep slopes but contains some easily developed building sites.



Planning Area No. 9

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	56.90	5.63	37.76
Single Family- - - - -	39.68	3.92	26.34
Two Family - - - - -	-	-	-
3-6 Family - - - - -	-	-	-
6 Family and over- - - - -	-	-	-
Trailers - - - - -	17.22	1.70	11.43
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- - - - -	-	-	-
Libraries, Museums - - - - -	-	-	-
Schools, Colleges- - - - -	-	-	-
Institutions - - - - -	-	-	-
Parks and Recreation - - - - -	-	-	-
Churches - - - - -	-	-	-
COMMERCIAL SERVICES - - - - -	39.79	3.94	26.77
Consumer - - - - -	39.06	3.86	25.92
Repair - - - - -	.30	.03	.20
Professional - - - - -	.43	.04	.28
Parking- - - - -	-	-	-
TRADES- - - - -	.33	.03	.22
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	-	-	-
Convenience Retail - - - - -	.33	.03	.22
Wholesale- - - - -	-	-	-
PRODUCTION- - - - -	-	-	-
Durable Manufacturing- - - - -	-	-	-
Non-Durable Manufacturing- - - - -	-	-	-
Textile Manufacturing- - - - -	-	-	-
Industrial Services- - - - -	-	-	-
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	53.65	5.30	35.61
Railroads- - - - -	-	-	-
Streets- - - - -	53.65	5.30	35.61
VACANT OR NON-URBAN LAND- - - - -	860.40	85.10	-
TOTAL AREA- - - - -	1011.07	100.00	100.00





## PLANNING AREA NO. 9

### General Land Use Characteristics

Land in Planning Area No. 9 is largely undeveloped land and less than 15% of the Area is developed. Approximately 38% of the developed Area is in residential use, 27% is in commercial use, and slightly less than 36% is occupied by street and railroad rights-of-way. The land classified as commercial is occupied almost entirely by the fair grounds site located along Julian Road. Approximately one-third of the residential land is occupied by a large trailer site.

### Housing Quality

Approximately 68% of all residential structures in the Area are classified as average, 29% are classified as below average and 3% are classified as dilapidated. All housing which is below average or dilapidated is located just to the south of the railroad which forms the northern boundary of the Area. Major housing development in the Area is located along Concord Road and along Julian Road.

### Dwelling Units, Estimated Population and Density

There are an estimated 106 dwelling units within the Area including trailers. Assuming that there are 4 persons per dwelling unit, the estimated population of the Area is 424 persons. The density in the Area is 1.9 dwelling units per net residential acre.

### Racial Characteristics

The population of the Area is all White.

### Traffic and Transportation

Planning Area No. 9 is bounded on the north side by Faith Road and Central Avenue, on the south side by Julian Road and on the west side by Interstate 85. Concord Road passes diagonally through the Area in a north-south direction.

### Vacant Land

Approximately 85% of the total land area is vacant. Most of the vacant land in the Area is contained in large parcels and the terrain is generally gently rolling. In the triangle formed by Interstate 85, Concord Road and Klumac Road, the



terrain is moderately to roughly rolling. The vacant land to the east of Concord Road is generally clear and gently rolling. To the west of Concord Road much of the land is wooded and varies from gently rolling to steeply rolling terrain.



Planning Area No. 10

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	86.45	15.74	36.46
Single Family- - - - -	78.49	14.29	33.96
Two Family - - - - -	1.29	.23	.53
3-6 Family - - - - -	6.50	1.18	2.73
6 Family and over- - - - -	-	-	-
Trailers - - - - -	.17	.03	.07
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- - - - -	11.41	2.08	4.81
Libraries, Museums - - - - -	-	-	-
Schools, Colleges- - - - -	3.38	.62	1.44
Institutions - - - - -	5.54	.85	1.97
Parks and Recreation - - -	1.85	.34	.79
Churches - - - - -	.64	.12	.28
COMMERCIAL SERVICES - - - - -	6.28	1.14	2.65
Consumer - - - - -	6.28	1.14	2.65
Repair - - - - -	-	-	-
Professional - - - - -	-	-	-
Parking- - - - -	-	-	-
TRADES- - - - -	1.88	.34	.79
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	-	-	-
Convenience Retail - - - -	1.54	.28	.65
Wholesale- - - - -	.34	.06	.14
PRODUCTION- - - - -	41.09	7.43	17.33
Durable Manufacturing- - -	13.90	2.53	5.86
Non-Durable Manufacturing-	2.58	.47	1.09
Textile Manufacturing- - -	17.23	3.13	7.25
Industrial Services- - - -	7.38	1.34	3.10
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	89.99	16.38	37.95
Railroads- - - - -	14.00	2.54	5.90
Streets- - - - -	75.99	13.84	32.05
VACANT OR NON-URBAN LAND- - - -	312.24	56.84	-
TOTAL AREA- - - - -	549.34	100.00	100.00





## PLANNING AREA NO. 10

### General Land Use Characteristics

Planning Area No. 10 is characterized by a high degree of mixture between various land uses. Industrial and commercial activities are interspersed between pockets of residential areas. Residential areas are unstable and are generally of a poor quality. Approximately 43% of the land Area is developed. Approximately 36% of the developed Area is occupied by residential use, approximately 5% is occupied by cultural, social and community facilities, 3% is occupied by commercial activities, 17% is occupied by industrial uses, and 38% is occupied by railroad and street rights-of-way.

### Housing Quality

Approximately 16% of the housing in the Area is classified as above average, approximately 38% of the housing is classified as average, 29% is classified as below average and slightly less than 8% is classified as dilapidated. The poorest housing areas are located along Concord Road; along Shaver, Clay and Boundary Streets in the vicinity of Concord Road; and to the south in that area bounded by the railroad, Klumac Road, Town Creek, and Vance Street. The mixture of industrial and commercial land uses with residential land use in the Area would indicate that the character of the residential sections will continue to decline unless remedial action is undertaken.

### Dwelling Units, Estimated Population and Density

There are an estimated 567 dwelling units within the Area. Assuming 3.5 persons per dwelling unit, there are an estimated 1,985 persons within this Area. The density is 7.5 dwelling units per net residential acre.

### Racial Characteristics

There are approximately 155 Negro dwelling units within the Area located primarily along Concord Road and to the south of Concord Road along Glendale Street, Monroe, Shaver, Clay, and Boundary Streets. A 44-family Negro public housing unit is located between Boundary Street and Town Creek near Concord Road. Slightly more than 25% of the population of the Area is Negro.

### Traffic and Transportation

Planning Area No. 10 is bounded on the west by the Southern Railroad, on the north by Concord Road, on the east by Interstate



85, and on the south by Klumac Road. Both Klumac Road and Concord Road are minor arterial streets leading into the City of Salisbury. A branch of the Southern Railroad passes through the middle of this Planning Area in an east-west direction.

#### Vacant Land

Approximately 57% of the entire land Area is vacant. A large parcel of vacant land lies between Town Creek and Interstate 85. Some of this land along the Creek is subject to flooding. East of the Creek land rises rather abruptly then develops into general slopes toward Highway 85. A small drainage channel parallels the south side of the railroad track which passes through the area making it difficult to run spurs from the railroad towards the south. Much of the land is wooded near Concord Road and behind the Negro public housing unit. Land along the stream is relatively low and subject to flooding. A good deal of vacant land in subdivided tracts is located within the area to the west of Town Creek, however, development within this Area can be expected to be slow.



Planning Area No. 11

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	197.00	22.30	55.99
Single Family- - - - -	196.57	22.25	55.86
Two Family - - - - -	-	-	-
3-6 Family - - - - -	-	-	-
6 Family and over- - - - -	-	-	-
Trailers - - - - -	.43	.05	.13
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- -	3.32	.38	.95
Libraries, Museums - - - -	-	-	-
Schools, Colleges- - - - -	-	-	-
Institutions - - - - -	-	-	-
Parks and Recreation - - -	-	-	-
Churches - - - - -	3.32	.38	.95
COMMERCIAL SERVICES - - - - -	9.44	1.07	2.69
Consumer - - - - -	9.11	1.03	2.59
Repair - - - - -	.15	.02	.05
Professional - - - - -	.18	.02	.05
Parking- - - - -	-	-	-
TRADES- - - - -	3.13	.35	.88
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	.12	.02	.05
Convenience Retail - - - -	1.47	.16	.40
Wholesale- - - - -	1.54	.17	.43
PRODUCTION- - - - -	2.58	.29	.73
Durable Manufacturing- - -	.12	.01	.03
Non-Durable Manufacturing-	-	-	-
Textile Manufacturing- - -	-	-	-
Industrial Services- - - -	2.46	.28	.70
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	136.39	15.44	38.77
Railroads- - - - -	126.80	14.35	36.03
Streets- - - - -	9.59	1.09	2.74
VACANT OR NON-URBAN LAND- - -	531.56	60.17	-
TOTAL AREA- - - - -	883.42	100.00	100.00





## PLANNING AREA NO. 11

### General Land Use Characteristics

Approximately 40% of the land in Planning Area No. 11 is developed. Fifty-six percent of the developed land is residential, approximately 1% is occupied by churches, 4% is occupied by commercial activities, 1% is occupied by industry, and 39% is occupied by street and railroad rights-of-way. Most of the commercial activities in this Area are located within that wedge of land formed by Stokes Ferry Road and Faith Road. NC Highway 52 also passes through this Area. Residential use in the Area is contained primarily in Mooreland Park.

### Housing Quality

Less than 1% of the housing is above average, approximately 84% is average, 12% is below average and slightly less than 4% is dilapidated. It is expected that the residential quality of this Area will tend to decline unless steps are soon taken to provide municipal services, zoning control, and building regulations.

### Dwelling Units, Estimated Population and Density

There are an estimated 343 dwelling units within the Area. Assuming that there are 4 persons per dwelling unit, the population of the area is estimated to be 1,372 persons. The density in the Area is 1.74 families per net residential acre.

### Racial Characteristics

Fourteen dwelling units, containing an estimated 4% of the population of the Area, are occupied by Negro families. These dwelling units are located along Faith Road and NC Highway 52 near their intersection.

### Traffic and Transportation

The northern border of the Area is formed largely by Stokes Ferry Road which carries a volume of approximately 2,000 vehicles per day toward the northwest corner of the Area. NC Highway 52 is joined by Stokes Ferry Road and by Faith Road just east of Interstate 85. Between this juncture and Interstate 85, traffic volumes amount to approximately 10,000 vehicles per day. NC Highway 52 which roughly parallels Stokes Ferry Road until their junction at the northwest corner of the Area, carries a



traffic volume of almost 5,000 vehicles per day. Faith Road carries traffic volumes from below 2,000 vehicles per day in the southeast corner to approximately 3,000 vehicles per day in the northwest corner. The southern boundary of the Area is formed by a line of the Southern Railroad. The western boundary of the Area is formed by Interstate 85. Access on to Interstate 85 is obtained in the northwest corner of the Area.

#### Vacant Land

Approximately 60% of the lands in this Area is vacant. A vacant tract faces Interstate 85 for a distance of several thousand feet. Relatively large tracts of vacant land are found in the eastern section of the Area and these tracts are well served by roads and highways leading directly into Salisbury. Much of this land is gently rolling and cleared. However, wooded areas are frequently found particularly along drainage channels and streets.



Planning Area No. 12

EXISTING LAND USE

CATEGORY	ACRES	% of AREA	% OF DEVEL- OPED LAND
RESIDENTIAL - - - - -	18.96	16.00	17.83
Single Family- - - - -	13.05	11.03	12.29
Two Family - - - - -	4.94	4.17	4.65
3-6 Family - - - - -	.97	.80	.89
6 Family and over- - - - -	-	-	-
Trailers - - - - -	-	-	-
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- -	7.28	6.14	6.84
Libraries, Museums - - - -	.85	.72	.80
Schools, Colleges- - - - -	-	-	-
Institutions - - - - -	1.23	1.04	1.16
Parks and Recreation - - -	1.00	.84	.94
Churches - - - - -	4.20	3.54	3.94
COMMERCIAL SERVICES - - - - -	19.67	15.94	17.75
Consumer - - - - -	4.14	3.50	3.90
Repair - - - - -	.96	.21	.23
Professional - - - - -	5.60	4.65	5.18
Parking- - - - -	8.97	7.58	8.44
TRADES- - - - -	18.49	15.62	17.40
Primary Retail - - - - -	6.16	5.20	5.79
Secondary Retail - - - - -	6.20	5.24	5.84
Convenience Retail - - - -	4.68	3.95	4.40
Wholesale- - - - -	1.45	1.23	1.37
PRODUCTION- - - - -	8.44	7.12	7.93
Durable Manufacturing- - -	-	-	-
Non-Durable Manufacturing-	1.18	.99	1.10
Textile Manufacturing - -	-	-	-
Industrial Services- - - -	7.26	6.13	6.83
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION - - - - -	34.59	29.23	32.56
Railroads- - - - -	2.52	2.13	2.37
Streets- - - - -	32.07	27.10	30.19
VACANT OR NON-URBAN LAND- - -	12.08	10.21	-
TOTAL AREA- - - - -	118.35	100.00	100.00





General Land Use Characteristics

Planning Area No. 12 contains the Central Business Area of the city. Only 12% of the entire Area is vacant and 88% is developed. Approximately 17.8% of the Area is in residential use, 6.8% is occupied by cultural and social facilities, 17.7% is occupied by commercial services, 17.4% is occupied by trades, 17.9% is occupied by manufacturing and industrial service activities and streets and railroad rights-of-way occupy 32.6% of the developed Area. This area contains a city hall, Rowan County Courthouse, the post office, two public libraries, and not less than seven churches. The primary retail uses are located along four blocks on Main Street between Horah and Council Streets. The numerous churches, a large cemetery, and other non-retail activities located along Church Street acts as an effective barrier for the expansion of the primary retail area in depth in this direction from Main Street. Nearly 7% of the ground level retail floor space in this Area is vacant. Commercial development along the east side of Main Street between Horah and Innis Streets has not kept pace with the more intense development directly across the street on the west side. A large part of the prime commercial frontage along Main Street is occupied by obsolete buildings which tend to have an adverse effect upon the commercial development. A high percentage of the second floor space in this Area is vacant which does not so much reflect the lack of demand as the fact that structures are obsolete and access to second floor space is not convenient. The form of retail development within the Area has been largely dictated by the fact that only two streets passing through the Area are capable of carrying large volumes of traffic. These two streets, Main and Innis, intersect near the heart of the Area. Main Street has a right-of-way of 100 feet and Innis Street has a right-of-way of approximately 80 feet. All other streets in the Area have a right-of-way of 50 feet with the exception of one block along Depot Street north of Innis which has a 60 foot right-of-way. Access into the interior of the northeast corner of this Area is limited by the fact that the north and east sides of the quadrant are formed by railroads over which there are no grade separations.

Housing Quality

The relatively small number of residential structures in Planning Area No. 12 can be generally classified as average. There are no dilapidated structures in the Area and only a few structures that appear to be above average.



### Dwelling Units, Estimated Population and Density

There are an estimated 103 dwelling units within this Area. Assuming that there are 2.5 persons per dwelling unit the estimated population is 258 persons. The density in the Area is 6.9 dwelling units per net residential acre.

### Racial Characteristics

There is only one Negro residence within the Area.

### Traffic and Transportation

Innis Street passes through the center of the Area in an east-west direction and carries traffic volumes exceeding 11,000 vehicles per day. Main Street passes through the center of the Area in a north-south direction and carries a traffic volume of more than 9,000 vehicles per day. The eastern boundary of the Area is formed by the Main Southern Railroad tracks. A large passenger depot is located within the Area along these tracks but only a small number of passengers are now making use of its facilities. The Greyhound Bus Station is located within the Area on Main Street near the County Courthouse.

### Vacant Land

Approximately 10% of the land within this Area is classified as vacant. None of this land is contained in large parcels but is scattered throughout the Area.



Planning Area No. 13

EXISTING LAND USE			
CATEGORY	ACRES	% of AREA	% OF DEVEL- OPED LAND
RESIDENTIAL - - - - -	90.99	34.92	37.61
Single Family- - - - -	72.10	27.68	29.81
Two Family - - - - -	11.94	4.58	4.93
3-6 Family - - - - -	5.04	1.93	2.08
6 Family and over- - - - -	.68	.26	.28
Trailers - - - - -	-	-	-
Rooming and Boarding Houses, Fraternities - -	1.23	.47	.51
CULTURAL-SOCIAL FACILITIES- -	33.71	12.93	13.93
Libraries, Museums - - - -	-	-	-
Schools, Colleges- - - - -	3.26	1.25	1.35
Institutions - - - - -	21.78	8.36	9.00
Parks and Recreation - - -	-	-	-
Churches - - - - -	8.67	3.32	3.58
COMMERCIAL SERVICES - - - - -	5.57	2.14	2.30
Consumer - - - - -	3.69	1.42	1.53
Repair - - - - -	.10	.04	.04
Professional - - - - -	1.78	.68	.73
Parking- - - - -	-	-	-
TRADES- - - - -	6.07	2.33	2.51
Primary Retail - - - - -	.10	.04	.04
Secondary Retail - - - - -	5.97	2.29	2.47
Convenience Retail - - - -	-	-	-
Wholesale- - - - -	-	-	-
PRODUCTION- - - - -	4.56	1.74	1.88
Durable Manufacturing- - -	1.91	.73	.79
Non-Durable Manufacturing-	.19	.07	.08
Textile Manufacturing - -	-	-	-
Industrial Services- - - -	2.46	.94	1.01
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION - - - - -	100.90	38.73	41.71
Railroads- - - - -	27.07	10.39	11.19
Streets- - - - -	73.83	28.34	30.52
VACANT OR NON-URBAN LAND- - -	18.70	7.18	-
TOTAL AREA- - - - -	260.50	100.00	100.00





## PLANNING AREA NO. 13

### General Land Use Characteristics

Approximately 93% of the land acreage in this Area is developed. The Area is adjacent to the Central Business Area to the south and west. Commercial activities in the Area are strung out along South Main Street, West Innis Street, and South Fulton Street. A large cemetery is located within the Area at the junction of Fulton and Main Streets. Over 37% of the developed land is in residential use, 14% is in cultural and social facilities, less than 2% is occupied by industrial activities and slightly less than 42% of the developed Area is occupied by railroad and street rights-of-way.

### Housing Quality

In general the housing qualities in this Area are good. More than 20% of the housing is classified as above average. Almost 70% is classified as average, 9% is classified as below average and less than one-half of 1% is classified as dilapidated. Many of the fine old homes in the city are contained within this Area.

### Dwelling Units, Estimated Population and Density

There are an estimated 746 dwelling units within this Area. Assuming an average of 2.7 persons per dwelling unit, the estimated population of the Area is 2,014 persons. The density in the Area is 8.6 dwelling units per net residential acre. This Area contains a rather large number of two-family and multi-family residential structures. Approximately 5% of the residential Area is occupied by two-family structures and over 2% of the developed Area is occupied by multi-family dwelling units.

### Racial Characteristics

The population of this Area is almost entirely White. Only one Negro dwelling unit is located within the Area.

### Traffic and Transportation

Fulton Street which lies along the western boundary of the Area carries traffic volumes ranging from 4,000 vehicles per day at its intersection with Main Street to 8,000 vehicles per day nears its intersection with Innis Street. Traffic volumes along Innis Street which passes through the northern part of the area range as high as 11 and 12 thousand vehicles per day. Main Street, which lies along the eastern boundary of the Area, carries traffic



volumes ranging from 5,000 vehicles per day in the south to 10,000 per day in the north. Monroe Street which passes in an east-west direction through the center of the Area carries a much smaller volume of traffic but acts as an important collector street leading into Fulton and Main. The main line of the Southern Railroad forms a large part of the eastern boundary of the Area.

#### Vacant Land

Only 7% of the total land acreage is vacant. This vacant land is scattered in small parcels throughout the Area.



Planning Area No. 14

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	99.88	37.46	56.29
Single Family- - - - -	93.29	34.99	52.58
Two Family - - - - -	4.92	1.84	2.76
3-6 Family - - - - -	1.47	.55	.83
6 Family and over- - - - -	-	-	-
Trailers - - - - -	.08	.03	.05
Rooming and Boarding Houses, Fraternities - -	.12	.04	.06
CULTURAL-SOCIAL FACILITIES- - - - -	2.65	.99	1.49
Libraries, Museums - - - - -	-	-	-
Schools, Colleges- - - - -	-	-	-
Institutions - - - - -	-	-	-
Parks and Recreation - - - - -	-	-	-
Churches - - - - -	2.65	.99	1.49
COMMERCIAL SERVICES - - - - -	-	-	-
Consumer - - - - -	-	-	-
Repair - - - - -	-	-	-
Professional - - - - -	-	-	-
Parking- - - - -	-	-	-
TRADES- - - - -	4.51	1.69	2.54
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	-	-	-
Convenience Retail - - - - -	4.51	1.69	2.54
Wholesale- - - - -	-	-	-
PRODUCTION- - - - -	5.57	2.08	3.12
Durable Manufacturing- - - - -	-	-	-
Non-Durable Manufacturing- - - - -	.37	.13	.20
Textile Manufacturing- - - - -	-	-	-
Industrial Services- - - - -	5.20	1.95	2.93
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	64.79	24.30	36.52
Railroads- - - - -	-	-	-
Streets- - - - -	64.79	24.30	36.52
VACANT OR NON-URBAN LAND- - - - -	89.21	33.46	-
TOTAL AREA- - - - -	266.61	100.00	100.00





## PLANNING AREA NO. 14

### General Land Use Characterisitics

Two-thirds of the total acreage in this Area is developed. Slightly over 50% of the developed Area is in residential use,  $1\frac{1}{2}\%$  is in cultural and social facilities,  $2\frac{1}{2}\%$  is occupied by retail trade, slightly over 3% is occupied by manufacturing services, and  $36\frac{1}{2}\%$  is occupied by street and railroad rights-of-way. The general character of the Area is residential interspersed with small food stores and sweet shops.

### Housing Quality

Housing in this Area is of a generally low quality. Approximately 39% of the housing is classified as average, 31% is classified as below average, and approximately 30% is classified as dilapidated. This Area is seriously in need of renewal. There is no possibility that any significant number of these houses will be replaced by commercial, industrial, or public uses except through appropriate action by the municipal government. Housing and social conditions will continue to decline until remedial action is undertaken.

### Dwelling Units, Estimated Population and Density

There are an estimated 540 dwelling units within the Area. Assuming that there are 3.8 persons per dwelling unit, the estimated population of the Area is 2,052 persons. The density in the Area is 5.4 dwelling units per net residential acre. Many of these dwelling units are located in two-family and multi-family dwelling units.

### Racial Characteristics

Approximately 261 of the dwelling units within the Are are occupied by Negro families. The total Negro population is estimated to be 1,044 persons or 48% of the population of the Area.

### Traffic and Transportation

The short western boundary of the Area is formed by the main line of the Southern Railroad; the northern boundary of the Area is formed by Innis Street; the eastern boundary is formed by Interstate 85; and, the southern boundary is formed by Concord Road. Traffic volumes along Innis Street in the Area amounts to approximately 11,000 vehicles per day and approximately 7,000 vehicles per day traveling Interstate 85.



## Vacant Land

Approximately one-third of the total land acreage in this Area is vacant. The only large parcel of vacant land lies between Town Creek and Interstate 85. Much of this land is low and not suited for intensive development. Other vacant land is scattered in small parcels through the residential area. Not much further development can be expected within the vacant land of this Area until steps are taken to renew the poor residential sections.



Planning Area No. 15

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	74.61	9.69	38.59
Single Family- - - - -	72.65	9.44	37.59
Two Family - - - - -	-	-	-
3-6 Family - - - - -	-	-	-
6 Family and over- - - - -	-	-	-
Trailers - - - - -	1.96	.25	1.00
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- -	.73	.09	.36
Libraries, Museums - - - -	-	-	-
Schools, Colleges- - - - -	-	-	-
Institutions - - - - -	-	-	-
Parks and Recreation - - -	-	-	-
Churches - - - - -	.73	.09	.36
COMMERCIAL SERVICES - - - - -	31.90	4.15	2.43
Consumer - - - - -	31.90	.41	1.63
Repair - - - - -	-	-	-
Professional - - - - -	-	-	-
Parking- - - - -	-	-	-
TRADES- - - - -	2.02	.25	1.00
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	.49	.06	.24
Convenience Retail - - - -	1.53	.19	.76
Wholesale- - - - -	-	-	-
PRODUCTION- - - - -	-	-	-
Durable Manufacturing- - -	-	-	-
Non-Durable Manufacturing-	-	-	-
Textile Manufacturing- - -	-	-	-
Industrial Services- - - -	-	-	-
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	110.13	14.31	56.98
Railroads- - - - -	-	-	-
Streets- - - - -	110.13	14.31	56.98
VACANT OR NON-URBAN LAND- - -	549.12	71.45	-
TOTAL AREA- - - - -	768.51	100.00	100.00





## PLANNING AREA NO. 15

### General Land Use Characteristics

Planning Area No. 15 is primarily a residential area containing some new residential developments characterized by housing of a good quality. A small amount of commercial activity exists along Stokes Ferry Road and along Bringle Ferry Road near its intersection with Interstate 85. A golf course is located in the east of the Planning Area along Crane Creek. The Area is largely undeveloped. Approximately 28.5% of the total land Area is developed. Thirty-four percent of the developed Area is in residential use, the golf course occupies approximately 14.54% of the developed area, retail trades occupy 1%, and street rights-of-way occupy approximately 50.2% of the developed area. The land use characteristics of this Area seem to be suitable for a good quality residential development through much of the remaining vacant land.

### Housing Quality

Housing quality is generally average or slightly above average through most of the Area. Some rather poor housing exists along a road known as Oak Road. Approximately 3% of the housing in the Area is classified as above average, slightly over 77% is classified as average; approximately 13% is classified below average and slightly less than 7% is classified as dilapidated. Most of the housing classified as average in this Area is of relatively new construction and the quality is generally good. The advantageous location of this Area in relation to the city, the generally good environmental conditions, and a large amount of vacant land would seem to indicate a relatively rapid future residential development of a good quality.

### Dwelling Units, Estimated Population and Density

There are an estimated 207 dwelling units within the Area. Assuming that there are 4 persons per dwelling unit the estimated population of the Area is 828 persons. The Area has a density of 2.8 dwelling units per net residential acre.

### Racial Characteristics

Planning Area No. 15 has an all White population.

### Traffic and Transportation

Planning Area No. 15 is bounded on the north by Bringle Ferry Road which carries a traffic volume of several hundred



vehicles per day. The southern boundary of the Area is formed partly by Stokes Ferry Road which carries a traffic volume of approximately 2,000 vehicles per day, and by NC Highway 52 which carries a traffic volume up to 10,000 vehicles per day at its intersection with Interstate 85. The western boundary of the Area is formed by Interstate 85. The major collector street within the Area is the road known as Oak Street, which runs in a generally north-south direction from Bringle Ferry Road to Stokes Ferry Road.

#### Vacant Land

Approximately 71.5% of the total acreage in the Area is vacant. Much of this vacant land is contained in small parcels and is serviced by existing roads. The larger part of the vacant land, however, is located in large tracts in the eastern section of the Area. Here, the terrain is moderately rolling. Steep slopes are found along some drainage channels. The vacant land in the extreme east of this Area is bordered by Crane Creek. Another relatively large tract of vacant land is bordered by Bringle Ferry Road, Interstate 85 and Correll Road. This vacant land has a moderately rolling terrain and would be best suited for residential purposes.



Planning Area No. 16

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	89.18	27.81	39.94
Single Family- - - - -	85.46	26.64	38.26
Two Family - - - - -	3.60	1.12	1.61
3-6 Family - - - - -	.08	.02	.03
6 Family and over- - - - -	-	-	-
Trailers - - - - -	.04	.01	.01
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- -	7.42	2.31	3.32
Libraries, Museums - - - -	-	-	-
Schools, Colleges- - - - -	2.52	.78	1.12
Institutions - - - - -	.16	.04	.05
Parks and Recreation - - -	3.63	1.13	1.62
Churches - - - - -	1.11	.34	.48
COMMERCIAL SERVICES - - - - -	.17	.05	.07
Consumer - - - - -	.17	.05	.07
Repair - - - - -	-	-	-
Professional - - - - -	-	-	-
Parking- - - - -	-	-	-
TRADES- - - - -	3.24	1.01	1.45
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	1.09	.33	.47
Convenience Retail - - - -	1.48	.46	.66
Wholesale- - - - -	.67	.21	.30
PRODUCTION- - - - -	24.88	7.75	11.13
Durable Manufacturing- - -	-	-	-
Non-Durable Manufacturing-	2.50	.78	1.12
Textile Manufacturing- - -	12.41	3.87	5.56
Industrial Services- - - -	9.97	3.11	4.46
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	98.44	30.69	44.07
Railroads- - - - -	1.48	.46	.66
Streets- - - - -	96.96	30.23	43.41
VACANT OR NON-URBAN LAND- - -	97.40	30.37	-
TOTAL AREA- - - - -	320.73	100.00	100.00





## PLANNING AREA NO. 16

### General Land Use Characteristics

Planning Area No. 16 is characterized by mixed land uses. A number of industrial and commercial activities are scattered through the Planning Area which is predominantly residential in character. Approximately 30% of the total acreage is vacant and 70% is developed. Residential land use occupies about 40% of the developed land, cultural and social facilities occupy 3.3%, commercial services and the trades occupy approximately 1.5%, manufacturing and industrial services occupy 11% and railroad and street rights-of-way occupies 44% of the developed Area. The general mixture of land uses found in the Area tends to have a depressing effect upon residential sections. An elementary school is located within the Area but is situated on an inadequate site at the corner of Long and Innis Streets. A number of industrial service activities are located along the Southern Railroad on the western border of the Area and a large textile mill is located on Boundary Street in the center of the Area. Some scattered commercial development is taking place along Innis Street.

### Housing Quality

The general character of housing in the Area is average or slightly below average. Approximately 1.6% of all housing is classified as above average, 83.4% is classified as average, 11.8% is classified as below average and 3.6% is classified as dilapidated. The quality of housing in this Area will probably decline unless steps are taken to stabilize the residential sections within the Area by creating a better residential environment.

### Dwelling Units, Estimated Population and Density

There are an estimated 470 dwelling units within this Area. Assuming that there are 3.8 persons per dwelling unit, the Area contains an estimated 1,786 persons. The density of this Area is 5.3 dwelling units per net residential acre. Two-family dwelling units are prevalent in this Area, but there are few multi-family structures.

### Racial Characteristics

There are approximately 15 Negro dwelling units located within the Area primarily between Town Creek and Interstate 85 along Bringle Ferry Road. Approximately 3.5% of the population is Negro and the remaining 96.5% is White.



## Traffic and Transportation

The northern boundary of Area No. 16 is formed by the Bringle Ferry Road which carries a traffic volume ranging from less than 1,000 in the east to approximately 2,000 vehicles per day in the west. The eastern border is formed by Interstate 85 which carries in excess of 7,000 vehicles per day. The southern boundary of the Area is formed by Innis Street which carries a traffic volume of between 10 and 11 thousand vehicles per day. The western boundary of the Area is formed by the main tracks of the Southern Railroad. Long Street passes through the west end of the Area in a generally north-south direction and carries a traffic volume varying from less than 5,000 to approximately 6,000 vehicles per day. Park Avenue is the main collector route within this Area and carries a traffic volume of slightly less than 1,000 vehicles per day into the heart of the Downtown Area of Salisbury.

## Vacant Land

Slightly more than 30% of the Area is vacant. Most of this vacant land lies in the eastern section of the Area along Town Creek and Interstate 85. Much of this vacant land is low and subject to flooding and that part lying between Town Creek and Interstate 85 will be difficult to utilize. A number of small parcels of vacant land are scattered through the Area and some subdivided vacant lots are found to the northeast of the textile mill.



Planning Area No. 17

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	105.36	16.38	37.10
Single Family- - - - -	103.23	16.06	36.38
Two Family - - - - -	2.02	.31	.70
3-6 Family - - - - -	.11	.01	.02
6 Family and over- - - - -	-	-	-
Trailers - - - - -	-	-	-
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- -	11.06	1.71	3.87
Libraries, Museums - - - -	-	-	-
Schools, Colleges- - - - -	7.19	1.11	2.51
Institutions - - - - -	-	-	-
Parks and Recreation - - -	-	-	-
Churches - - - - -	3.87	.60	1.36
COMMERCIAL SERVICES - - - - -	.70	.10	.23
Consumer - - - - -	-	-	-
Repair - - - - -	-	-	-
Professional - - - - -	.70	.10	.23
Parking- - - - -	-	-	-
TRADES- - - - -	3.01	.46	1.04
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	-	-	-
Convenience Retail - - - -	3.01	.46	1.04
Wholesale- - - - -	-	-	-
PRODUCTION- - - - -	94.33	14.68	33.25
Durable Manufacturing- - -	19.75	3.07	6.95
Non-Durable Manufacturing-	-	-	-
Textile Manufacturing- - -	-	-	-
Industrial Services- - - -	17.98	2.80	6.34
Open Pit Mining- - - - -	56.60	8.81	19.95
TRANSPORTATION- - - - -	85.27	13.26	30.03
Railroads- - - - -	-	-	-
Streets- - - - -	85.27	13.26	30.03
VACANT OR NON-URBAN LAND- - -	342.97	55.85	-
TOTAL AREA- - - - -	642.70	100.00	100.00





## PLANNING AREA NO. 17

### General Land Use Characteristics

The southern half of Planning Area No. 17 is primarily residential and the northern half is primarily industrial. Approximately 44% of the entire Area is developed. Approximately 37% of the developed land is in residential use, slightly less than 4% is occupied by cultural and social facilities, commercial activities occupy approximately 1.3%, industrial activities occupy approximately 28% and street rights-of-way occupy approximately 30% of the developed Area. Some scattered and haphazard commercial development is taking place on Long Street particularly in the northern section of the Area. The residential subdivisions within the Area are of a generally low quality.

### Housing Quality

The general character of housing within the Area is poor. Approximately 1.7% of the housing is classified as above average, 32% is classified as average, 25.2% is classified as below average and 7.3% is classified as dilapidated.

### Dwelling Units, Estimated Population and Density

There are an estimated 358 dwelling units within this Area. Assuming that there are 3.8 persons per dwelling unit, the estimated population of the Area is 1,360 persons. The density of the Area is 3.4 dwelling units per net residential acre. However, a much higher density is found in some of the poorer residential sections of the Area.

### Racial Characteristics

There are approximately 285 Negro dwelling units within the Area containing approximately 71% of the Area's population.

### Traffic and Transportation

The northern boundary of the Area is formed by Correll Road which carries a traffic volume of less than 1,000 vehicles per day. The eastern boundary is formed by Interstate 85. The southern boundary of the Area is formed by Bringle Ferry Road which carries traffic volumes varying between one and two thousand vehicles per day. Long Street which passes through the western side of the Area in a generally north-south direction carries traffic volumes varying from approximately 3,000 vehicles per day in the north, to



approximately 4,000 vehicles per day in the south. Eleventh Street enters the Area from the west across the Southern tracks and is the only street access into the Area from that direction.

#### Vacant Land

Approximately 56% of Planning Area No. 17 is vacant. A large tract of this vacant land lies between Town Creek and Interstate 85. This vacant land has a moderately rolling terrain and drops off sharply to the creek providing very little buildable area. A second large tract of vacant land exists along the western side of Town Creek. At the present time this land is relatively inaccessible. A rather large number of small parcels are contained within existing subdivisions in the Area. Most of these subdivisions, however, are of a poor quality and development will be relatively slow.



Planning Area No. 18

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	103.42	31.63	38.33
Single Family- - - - -	91.36	27.94	33.86
Two Family - - - - -	8.92	2.73	3.31
3-6 Family - - - - -	3.14	.96	1.16
6 Family and over- - - - -	-	-	-
Trailers - - - - -	-	-	-
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- -	10.34	3.16	3.83
Libraries, Museums - - - -	-	-	-
Schools, Colleges- - - - -	4.31	1.32	1.60
Institutions - - - - -	2.52	.77	.93
Parks and Recreation - - -	2.09	.64	.78
Churches - - - - -	1.42	.43	.52
COMMERCIAL SERVICES - - - - -	1.68	.52	.63
Consumer - - - - -	1.00	.31	.38
Repair - - - - -	.68	.21	.25
Professional - - - - -	-	-	-
Parking- - - - -	-	-	-
TRADES- - - - -	7.57	2.31	2.79
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	2.40	.73	.88
Convenience Retail - - - -	3.32	1.01	1.22
Wholesale- - - - -	1.85	.57	.69
PRODUCTION- - - - -	17.04	5.21	6.32
Durable Manufacturing- - -	-	-	-
Non-Durable Manufacturing-	1.66	.51	.62
Textile Manufacturing- - -	6.15	1.88	2.28
Industrial Services- - - -	9.23	2.82	3.42
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	129.75	39.67	48.08
Railroads- - - - -	45.96	14.05	17.03
Streets- - - - -	83.79	25.62	31.05
VACANT OR NON-URBAN LAND- - -	57.22	17.49	-
TOTAL AREA- - - - -	327.02	100.00	100.00





## PLANNING AREA NO. 18

### General Land Use Characteristics

Over 82% of the total acreage of Planning Area No. 18 is developed. The Area is predominantly residential and contains a rather high percentage of two-family and multi-family structures. Some scattered commercial activities is located along Main Street which passes through the Area in a generally north-south direction. Approximately 38.3% of the developed Area is occupied by residential uses, 3.8% is occupied by cultural and social facilities, 3.4% is occupied by commercial activities, 6.3% is occupied by manufacturing and industrial activities, and street and railroad rights-of-way occupied 48.8% of the developed Area. The threatening commercial encroachment along Main Street is causing many of the old residential structures to deteriorate and be converted into multi-family units. The residential character of the Area is being threatened by this commercial encroachment and the zoning for the Area should insure a greater degree of residential stability. It is unlikely that the entire frontage along Main Street will be utilized in the foreseeable future for commercial activities, therefore, it is important to take steps now to see that commercial expansion in the Area is held in check rather than scattered along the entire front on Main Street.

### Housing Quality

Housing conditions within the Area vary from very poor in the vicinity of the railroad in the south to about average housing along Jackson and Church Streets. Housing along Main Street is fairly good but appears to be in a declining condition. Approximately 69% is classified as average, 8.8% is classified as below average and 5.9% is classified as dilapidated.

### Dwelling Units, Estimated Population and Density

There are an estimated 573 dwelling units within the Area. Assuming 2.5 persons per dwelling unit, the estimated population of the Area is 1,433 persons. The density in the Area is 5.5 dwelling units per net residential acre.

### Racial Characteristics

There are 11 Negro dwelling units within the Area which house an estimated 2.8% of the population.

### Traffic and Transportation

Main Street passes through the middle of Planning Area No. 18 in a north-south direction and carries traffic volume of around



8,000 vehicles per day. Eleventh Street passes roughly through the center of the Area in an east-west direction and carries traffic volumes up to 3,000 vehicles per day. The main line of the Southern Railroad forms the eastern boundary of the Planning Area and the western division of the Southern Railroad branches off in a westerly direction in the southern part of the Area.

#### Vacant Land

Approximately 17.5% of the total land acreage in this Area is vacant. This vacant land is in relatively small parcels and scattered throughout the Area. Many of the small parcels will be difficult to utilize because of steep slopes.



Planning Area No. 19

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	212.18	30.86	40.73
Single Family- - - - -	214.97	30.50	40.25
Two Family - - - - -	2.51	.36	.48
3-6 Family - - - - -	-	-	-
6 Family and over- - - - -	-	-	-
Trailers - - - - -	-	-	-
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- -	184.08	26.12	34.48
Libraries, Museums - - - -	-	-	-
Schools, Colleges- - - - -	-	-	-
Institutions - - - - -	4.92	.70	.92
Parks and Recreation - - -	178.36	25.31	33.41
Churches - - - - -	.80	.11	.15
COMMERCIAL SERVICES - - - - -	19.45	2.77	3.66
Consumer - - - - -	16.15	2.30	3.04
Repair - - - - -	-	-	-
Professional - - - - -	3.30	.47	.62
Parking- - - - -	-	-	-
TRADES- - - - -	.68	.09	.12
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	-	-	-
Convenience Retail - - - -	.68	.09	.12
Wholesale- - - - -	-	-	-
PRODUCTION- - - - -	1.85	.26	.34
Durable Manufacturing- - -	-	-	-
Non-Durable Manufacturing-	-	-	-
Textile Manufacturing- - -	-	-	-
Industrial Services- - - -	1.85	.26	.34
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	110.43	15.66	20.67
Railroads- - - - -	4.86	.69	.91
Streets- - - - -	105.57	14.97	19.76
VACANT OR NON-URBAN LAND- - -	167.48	23.76	-
TOTAL AREA- - - - -	704.75	100.00	100.00





## PLANNING AREA NO. 19

### General Land Use Characteristics

Approximately 76% of the total land area of Planning Area No. 9 is developed. The land is developed primarily for residential purposes and the only significant Area of non-residential land is the Country Club Golf Course and the City Park. Small commercial areas are located along Mocksville Avenue and Henderson Street. The use of developed land in the Area is divided as follows: residential land 40.7%; cultural and social facilities 34.5%; commercial and trade activities 3.8%; industrial activities less than 1%; and street and railroad rights-of-way 20.7% of the developed land.

### Housing Quality

The general pattern of residential development in the Area is above average. Approximately 45% of all housing in the Area is classified as above average, slightly over 30% is classified as average, and only 5% is classified as below average. There are no dilapidated structures in the Area. The below average housing in the Area is contained almost entirely in the extreme southern end.

### Dwelling Units, Estimated Population and Density

There are an estimated 361 dwelling units within the Area. Assuming that there are 3.5 persons per dwelling unit, the estimated population of the Area is 1,264 persons. The density in the Area is 1.70 dwelling units per net residential acre.

### Racial Characteristics

The area contains an all White population.

### Traffic and Transportation

The western boundary of the Planning Area is formed by Mocksville Avenue which carries traffic volumes ranging from approximately 2,000 in the north to almost 6,000 in the south. The short southern boundary of the Area is formed by the Western Division of the Southern Railroad. The southeastern boundary of the Area is formed by Jackson Street which will become a relatively large traffic carrier in the future after the construction of a railroad underpass. Confederate Avenue and Eleventh Street forma cross town connection passing through the Area which carries traffic volumes ranging from 3 to 4 thousand vehicles per day. Fulton Street also acts as a collector street and carries relatively



large traffic volume within the Area. Significant traffic volumes are also carried on Henderson Street.

#### Vacant Land

Approximately 24% of the total land Area is vacant. A large part of this vacant land is in subdivided parcels which will be relatively slow to develop because of a difficult drainage pattern within the Area. Fairly large tracts of vacant land lie to the west of the golf Course and the terrain varies from low along the creek to roughly rolling terrain in the southeast. This Area has and will continue to have a rather low density of development.



Planning Area No. 20

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	124.49	22.89	42.76
Single Family- - - - -	115.96	21.32	39.83
Two Family - - - - -	3.19	.59	1.10
3-6 Family - - - - -	3.07	.56	1.05
6 Family and over- - - - -	1.59	.29	.54
Trailers - - - - -	.68	.13	.24
Rooming and Boarding Houses, Fraternities - - -	-	-	-
CULTURAL-SOCIAL FACILITIES- - - - -	71.96	13.23	24.71
Libraries, Museums - - - - -	-	-	-
Schools, Colleges- - - - -	30.74	5.65	10.55
Institutions - - - - -	28.30	5.20	9.71
Parks and Recreation - - - - -	12.92	2.38	4.44
Churches - - - - -	-	-	-
COMMERCIAL SERVICES - - - - -	6.05	1.11	2.07
Consumer - - - - -	1.91	.35	.65
Repair - - - - -	-	-	-
Professional - - - - -	1.56	.29	5.42
Parking- - - - -	2.58	.47	.88
TRADES- - - - -	2.62	.48	.88
Primary Retail - - - - -	.64	.12	.22
Secondary Retail - - - - -	.20	.04	.07
Convenience Retail - - - - -	1.78	.33	.62
Wholesale- - - - -	-	-	-
PRODUCTION- - - - -	.61	.11	.21
Durable Manufacturing- - - - -	-	-	-
Non-Durable Manufacturing- - - - -	-	-	-
Textile Manufacturing- - - - -	-	-	-
Industrial Services- - - - -	.61	.11	.21
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	85.33	15.69	29.31
Railroads- - - - -	21.22	3.90	7.29
Streets- - - - -	64.11	11.79	22.02
VACANT OR NON-URBAN LAND- - - - -	252.75	46.48	-
TOTAL AREA- - - - -	543.81	100.00	100.00





## PLANNING AREA NO. 20

### General Land Use Characteristics

Approximately 54% of the total land Area is developed. The Area is predominantly residential in character with a number of multi-family dwelling units along Mahaley Avenue and a small number of two-family residences. The Area contains the new Junior High School and some buildings and land belonging to Catawba College. Forest Hills Park lies between Mahaley Avenue and Grove Street. This park lies in a strip along a stream bottom and contains a playground and baseball field. Strip commercial development is taking place along Innis Street, particularly between Grove Street and Mahaley and Innis. A large cemetery is located in the southwest corner of the Area bordered by Innis Street, Grove Street and the western division of the Southern Railroad.

### Housing Quality

Housing quality within the Area is generally above average. Some below average housing is found in the southeast corner of the Area. Slightly over 50% of all housing in the Area is classified as above average, slightly over 40% is classified as average, 7% is classified as below average and about 1½% is classified as dilapidated.

### Dwelling Units, Estimated Population and Density

There are an estimated 425 dwelling units within the Planning Area. Assuming that there are 3.4 persons per dwelling unit, the estimated population of the Area is 1,445 persons. The density in the Area is 3.4 dwelling units per net residential acre. Housing in the Area is predominantly single-family. However, along Mahaley Avenue there are a number of multi-family units including two 15 unit apartments. A number of two-family dwelling units are found south of Grove Street.

### Racial Characteristics

There are 86 Negro residential dwelling units located in the southeastern corner of the Planning Area. These dwelling units contain approximately 344 persons making up approximately 23% of the total population.

### Traffic and Transportation

Planning Area No. 20 is bounded on the west by Innis Street which carries traffic volumes ranging from less than 3,000 at Grants Creek to approximately 12,000 vehicles per day at the



intersection with the Southern Railroad. The southern boundary of the Area is formed by the Western Division of the Southern Railroad. Mocksville Avenue which forms the eastern boundary of the Area carries traffic volumes ranging from less than 2,000 vehicles per day at Grants Creek to approximately 5,000 vehicles per day at the railroad overpass. Mahaley Avenue which passes through the center of the Area in an east-west direction carries traffic volumes of approximately 5,000 vehicles per day.

#### Vacant Land

Approximately  $46\frac{1}{2}\%$  of the total land Area is vacant. Much of this vacant land lies in the northern third of the Planning Area. The vacant land lying south of Grants Creek is generally low and not suitable for intensive development. There are a number of vacant subdivided parcels within the Area. Some of the low lying vacant land south of Grants Creek would be ideally suited for a natural park development.



Planning Area No. 21

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	23.31	8.12	24.52
Single Family - - - - -	23.31	8.12	24.52
Two Family - - - - -	-	-	-
3-6 Family - - - - -	-	-	-
6 Family and over- - - - -	-	-	-
Trailers - - - - -	-	-	-
Rooming and Boarding Houses, Fraternities - - -	-	-	-
CULTURAL-SOCIAL FACILITIES - -	3.67	1.18	3.56
Libraries, Museums - - - - -	-	-	-
Schools, colleges - - - - -	-	-	-
Institutions - - - - -	-	-	-
Parks and Recreation - - - -	3.32	1.17	3.53
Churches - - - - -	.35	.01	.03
COMMERCIAL SERVICES - - - - -	-	-	-
Consumer - - - - -	-	-	-
Repair - - - - -	-	-	-
Professional - - - - -	-	-	-
Parking - - - - -	-	-	-
TRADES- - - - -	-	-	-
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	-	-	-
Convenience Retail - - - - -	-	-	-
Wholesale - - - - -	-	-	-
PRODUCTION - - - - -	-	-	-
Durable Manufacturing - - -	-	-	-
Non-Durable Manufacturing- -	-	-	-
Textile Manufacturing- - - -	-	-	-
Industrial Services- - - - -	-	-	-
Open Pit Mining - - - - -	-	-	-
TRANSPORTATION- - - - -	67.55	23.71	71.60
Railroads- - - - -	-	-	-
Streets- - - - -	67.55	23.71	71.60
VACANT OR NON-URBAN LAND- - - -	190.59	66.89	-
TOTAL AREA - - - - -	284.94	100.00	100.00





## PLANNING AREA NO. 21

### General Land Use Characteristics

Approximately 33% of the total land Area is developed. The developed land is occupied almost entirely by single-family residential structures and street rights-of-way. Approximately 44½% of the developed land is residential, 3½% is occupied by a ball field and a church, and almost 72% is occupied by street rights-of-way. The street pattern in the Area is extremely wasteful of land since it does not conform to the difficult drainage pattern. Most of the platted streets in the Area have not yet been opened. If the checkerboard street pattern is extended over the roughly rolling terrain, a very large number of unbuildable lots would be created and development in the Area could be expected to be scattered and of a rather low quality. On the other hand if the present checkerboard pattern were abandoned and a curvilinear street pattern introduced which conformed to the terrain, a much better development of a higher type could be expected to take place within the Area.

### Housing Quality

In general the quality of housing within the Area is good. Approximately 10% of the housing is classified as above average, 85% is classified as average and approximately 5% is classified as below average.

### Dwelling Units, Estimated Population and Density

There are an estimated 77 dwelling units within the Area. Assuming 3.5 persons per dwelling unit, the estimated population of the Area is 277 persons. The density in the Area is approximately 3.3 dwelling units per net residential acre.

### Racial Characteristics

The Area contains an all White population.

### Traffic and Transportation

There are no major traffic arteries within the Area. Small volumes of traffic are carried along Rowan Avenue which forms the eastern boundary of the Area and Seventh Street which forms the northern boundary of the Area. It is anticipated, however, that Rowan Avenue will eventually carry large volumes of traffic as it becomes more important as an arterial street connecting Spencer with Salisbury. Seventh Street can also be expected to carry larger volumes of traffic as population to the west of Town Creek increases.



## Vacant Land

Approximately 67% of the total land Area is vacant. Much of this vacant land has a roughly rolling terrain and is cut up by a number of drainage channels. The most efficient use of this vacant land could be obtained by the development of a street pattern which conformed to the rough terrain. Such a street pattern, which would be curvilinear in nature, could provide some excellent building sites for relatively expensive homes. The land is not suited for the development of high density, low income housing. Some of the vacant land lying along Grants Creek is low and not suited for development but could be utilized for parks, and possibly, limited commercial nurseries.



Planning Area No. 22

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	65.70	16.44	21.86
Single Family- - - - -	60.35	15.10	20.08
Two Family - - - - -	3.63	.91	1.21
3-6 Family - - - - -	.49	.12	.16
6 Family and over- - - - -	-	-	-
Trailers - - - - -	1.23	.31	.41
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- -	6.83	1.71	2.28
Libraries, Museums - - - -	-	-	-
Schools, Colleges- - - - -	-	-	-
Institutions - - - - -	-	-	-
Parks and Recreation - - -	6.01	1.54	2.05
Churches - - - - -	.68	.17	.23
COMMERCIAL SERVICES - - - - -	3.00	.75	.99
Consumer - - - - -	2.34	.59	.78
Repair - - - - -	.05	.01	.01
Professional - - - - -	.61	.15	.20
Parking- - - - -	-	-	-
TRADES- - - - -	5.29	1.32	1.76
Primary Retail - - - - -	.61	.15	.20
Secondary Retail - - - - -	2.40	.60	.80
Convenience Retail - - - -	2.28	.57	.76
Wholesale- - - - -	-	-	-
PRODUCTION- - - - -	.60	.15	.20
Durable Manufacturing- - -	-	-	-
Non-Durable Manufacturing-	-	-	-
Textile Manufacturing- - -	-	-	-
Industrial Services- - - -	.60	.15	.20
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	218.84	54.78	72.85
Railroads- - - - -	132.34	33.13	44.06
Streets- - - - -	86.50	21.65	28.79
VACANT OR NON-URBAN LAND- - -	99.24	24.84	-
TOTAL AREA- - - - -	399.50	100.00	100.00





### General Land Use Characteristics

Planning Area No. 22 contains the Central Business Area of Spencer and much of the commercial activities located along Salisbury Avenue. The Area also contains the Southern Railroad shops and yards. Approximately 75% of this Area is developed. Approximately 22% of the developed Area is occupied by residential uses; slightly more than 2% is occupied by churches, parks, and open spaces; slightly less than 3% is occupied by commercial and trade activities; 44% is occupied by railroad shops, and railroad rights-of-way; and approximately 29% of the developed Area is occupied by street rights-of-way. Strip commercial development has taken place along Salisbury Avenue south of the Central Business District. A predominant feature of the commercial Area is a large open square which faces on Salisbury Avenue.

### Housing Quality

In general, housing quality in the Area is good. Approximately 3% of the housing is classified as above average, 85% is classified as average, 10% is classified as below average, and 2% is classified as dilapidated. Most of the below average housing is located to the south of the main Business District.

### Dwelling Units, Estimated Population and Density

There are an estimated 303 dwelling units within the Area. Assuming 3.1 persons per dwelling unit, the estimated population of the Area is 939 persons. The density in the Area is 4.6 dwelling units per net residential acre. Significant numbers of two-family dwelling units are found in the Area.

### Racial Characteristics

The Area contains an all White population.

### Traffic and Transportation

The eastern boundary of the Area is formed by the Southern Railroad. Adjacent to the railroad and occupying a large part of the Area are the Southern Railroad shops and yards. Salisbury Avenue which passes through the Area in a north-south direction carries an average of approximately 6,000 to 8,000 vehicles per day.



## Vacant Land

Approximately 25% of the Area is vacant. Almost all of this vacant land is in subdivided parcels which are relatively small. Much of this subdivided but undeveloped land lies in the southwestern corner of the Area and is bounded by Seventeenth Street, Rowan Avenue and Salisbury Avenue. Approximately one-third of the subdivided parcels are unbuildable as a result of the rigid extension of a checkerboard street pattern over roughly rolling terrain.



Planning Area No. 23

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	126.97	17.59	44.14
Single Family- - - - -	124.89	17.31	43.43
Two Family - - - - -	.49	.07	.18
3-6 Family - - - - -	.36	.04	.10
6 Family and over- - - - -	-	-	-
Trailers - - - - -	1.23	.17	.43
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- - - - -	13.48	1.88	4.07
Libraries, Museums - - - - -	-	-	-
Schools, Colleges- - - - -	4.18	.58	1.46
Institutions - - - - -	-	-	-
Parks and Recreation - - -	6.83	.95	2.38
Churches - - - - -	1.85	.26	.65
COMMERCIAL SERVICES - - - - -	3.44	.48	1.21
Consumer - - - - -	1.29	.18	.45
Repair - - - - -	1.35	.19	.48
Professional - - - - -	.80	.11	.28
Parking- - - - -	-	-	-
TRADES- - - - -	2.46	.34	.85
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	-	-	-
Convenience Retail - - - -	2.46	.34	.85
Wholesale- - - - -	-	-	-
PRODUCTION- - - - -	.62	.09	.23
Durable Manufacturing- - -	-	-	-
Non-Durable Manufacturing-	-	-	-
Textile Manufacturing- - -	-	-	-
Industrial Services- - - -	.62	.09	.23
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	141.20	19.56	49.08
Railroads- - - - -	-	-	-
Streets- - - - -	141.20	19.56	49.08
VACANT OR NON-URBAN LAND- - - -	434.10	60.15	-
TOTAL AREA- - - - -	721.65	100.00	100.00





### General Land Use Characteristics

Planning Area No. 23 contains a large part of East Spencer. Mixed land uses characterize that part of the Area lying on either side of Long Street. Approximately 40% of the entire land acreage is developed. Uses in the developed Areas are divided as follows: residential land 44.1%; cultural and social facilities 4.1%; commercial services and trades 2%; and, street rights-of-way 49.1%. The mixed land uses and adverse environment factors affecting that part of the Area lying between Long Street and the Southern Railroad tracks have resulted in a considerable amount of residential blight.

### Housing Quality

The general quality of housing in the Area ranges from fair to poor. Less than 2% of all housing in the Area is classified as above average, 53.7% is classified as average, 37% is classified as below average, and 7.5% is classified as dilapidated. Areas of below average are scattered with some concentrations found on Long, Heilig, and Division Streets. The greatest concentration of dilapidated housing is found on St. James Street in the southwest corner of the Area.

### Dwelling Units, Estimated Population and Density

There are an estimated 401 dwelling units within this Area. Assuming that there are 3.9 persons per dwelling unit, the estimated population of the Area is 1,564 persons. The Area has a density of 3.2 dwelling units per net residential acre. The density is somewhat higher, however, in the southwestern corner of the Area.

### Racial Characteristics

There are 123 Negro dwelling units within the Area containing an estimated population of 480 persons. The Negro population represents approximately 28% of the total population.

### Traffic and Transportation

Long Street which passes through the western part of the Area in a northeast-southwest direction carries traffic volumes of between 3 and 4 thousand vehicles per day. Andrew Street which forms the northeastern boundary of the Area carries traffic volumes of slightly less than 1,000 vehicles per day and Correll Road which forms the southwestern boundary of the Area carries traffic volumes of slightly less than 1,000 vehicles per



day. Interstate Highway 85 forms the southeastern boundary of the Area and carries traffic volumes of approximately 7,000 vehicles per day. The northwestern boundary of the Area is formed by the Southern Railroad.

#### Vacant Land

Approximately 60% of the total land Area is vacant. Much of this vacant land is found in the subdivided parts of the Area. Relatively large parcels of vacant land are found between the existing built up Area and Town Creek. Much of this vacant land is well suited for residential development and is characterized by gently rolling terrain. Another large parcel of vacant land lies between Town Creek and Interstate Highway 85. This is a relatively narrow strip of land, the terrain of which is moderately rolling. This vacant land is not suited for commercial or industrial development and has a rather low potential for residential development.



Planning Area No. 24

EXISTING LAND USE

CATEGORY	ACRES	% of AREA	% OF DEVEL- OPED LAND
RESIDENTIAL - - - - -	67.55	9.52	48.01
Single Family- - - - -	67.05	9.45	47.66
Two Family - - - - -	-	-	-
3-6 Family - - - - -	.50	.07	.35
6 Family and over- - - - -	-	-	-
Trailers - - - - -	-	-	-
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- -	3.82	.53	2.67
Libraries, Museums - - - -	-	-	-
Schools, Colleges- - - - -	-	-	-
Institutions - - - - -	-	-	-
Parks and Recreation - - -	3.32	.46	2.32
Churches - - - - -	.50	.07	.35
COMMERCIAL SERVICES - - - - -	-	-	-
Consumer - - - - -	-	-	-
Repair - - - - -	-	-	-
Professional - - - - -	-	-	-
Parking- - - - -	-	-	-
TRADES- - - - -	.50	.07	.35
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	-	-	-
Convenience Retail - - - -	.50	.07	.35
Wholesale- - - - -	-	-	-
PRODUCTION- - - - -	2.54	.35	1.77
Durable Manufacturing- - -	2.54	.35	1.77
Non-Durable Manufacturing-	-	-	-
Textile Manufacturing - -	-	-	-
Industrial Services- - - -	-	-	-
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION - - - - -	66.76	9.41	47.45
Railroads- - - - -	-	-	-
Streets- - - - -	66.76	9.41	47.45
VACANT OR NON-URBAN LAND- - -	568.47	80.10	-
TOTAL AREA- - - - -	709.64	100.00	100.00





### General Land Use Characteristics

This Planning Area is primarily residential in character. The only industrial activities in the Area are located in the southwest corner along Main Street. One small park is located in the Area along Robeson Street. About 20% of the Area is developed.

### Housing Quality

In general, housing in this Area is poor. Approximately 3% of all housing is classified as above average, slightly over 41% is classified as average, approximately 23% is classified as below average, and more than 32% is classified as dilapidated. The poorest housing in the Area is located along Millers Ferry Road in the northwestern corner of the Area. Almost all of the below average and dilapidated housing occupied by Negro residents.

### Dwelling Units, Estimated Population and Density

There are an estimated 146 dwelling units within the Area. Assuming 4.5 persons per dwelling unit, there is an estimated population of 650 persons within the Area. The Area has a density of 2.1 dwelling units per net residential acre.

### Racial Characteristics

There are 97 Negro dwelling units within the Area which house an estimated population of 437 persons. It is estimated that 67% of the Area population is Negro.

### Traffic and Transportation

The Area is bounded on the southeast by Andrew Street which carries a traffic volume of slightly less than 1,000 vehicles per day, and on the northwest by Millers Ferry Road which carries a similar traffic volume. Long Street passes through the western portion of the Area in a north-south direction and carries a traffic volume of less than 1,000 vehicles per day. The western border of the Area is formed by the Southern Railroad. The eastern border of the Area is formed by Interstate Highway 85 which carries a traffic volume ranging up to 7,000 vehicles per day.

### Vacant Land

Slightly more than 80% of the total land Area is vacant. Much of this land Area to the west of Town Creek is suitable for development and is characterized by a gently rolling terrain. However,



the widely scattered substandard housing within the Area will probably inhibit development. A narrow strip of land lies between Town Creek and Interstate Highway 85. In the south this strip of land is low but becomes moderate to roughly rolling to the north. It is poorly suited for development. The vacant land in the Area most likely to develop at an early date lies to the south of Millers Ferry Road near Interstate 85 and to the north of Andrew Street and west of Town Creek.



Planning Area No. 25

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	83.69	6.71	40.47
Single Family- - - - -	83.10	6.67	40.18
Two Family - - - - -	.49	.04	.24
3-6 Family - - - - -	-	-	-
6 Family and over- - - - -	-	-	-
Trailers - - - - -	.10	-	.05
Rooming and Boarding Houses, Fraternities - - -	-	-	-
CULTURAL-SOCIAL FACILITIES- - -	6.25	.40	3.00
Libraries, Museums - - - -	-	-	-
Schools, Colleges- - - - -	1.23	.10	.60
Institutions - - - - -	1.85	.15	.90
Parks and Recreation - - -	2.40	.19	1.14
Churches - - - - -	.77	.06	.36
COMMERCIAL SERVICES - - - - -	3.37	.27	1.62
Consumer - - - - -	2.08	.17	1.02
Repair - - - - -	1.29	.10	.60
Professional - - - - -	-	-	-
Parking- - - - -	-	-	-
TRADES- - - - -	3.94	.32	1.93
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	.30	.03	.18
Convenience Retail - - - -	3.64	.29	1.75
Wholesale- - - - -	-	-	-
PRODUCTION- - - - -	23.01	1.85	11.15
Durable Manufacturing- - -	.50	.04	.24
Non-Durable Manufacturing- -	-	-	-
Textile Manufacturing- - -	19.14	1.54	9.28
Industrial Services- - - -	3.37	.27	1.63
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	86.38	6.94	41.81
Railroads- - - - -	9.72	.78	4.70
Streets- - - - -	76.66	6.16	37.11
VACANT OR NON-URBAN LAND- - -	1038.20	83.40	-
TOTAL AREA- - - - -	1244.84	100.00	100.00



## PLANNING AREA NO. 25

### General Land Use Characteristics

Planning Area No. 25 is a large rambling Area lying to the west of old highway 29 and south of the Yadkin River. A large textile finishing plant is located in the northeast corner of the Area, the National Container Corporation is located on the east side of the Area, and the only significant residential development lies in the southeast corner. Approximately 17% of the total land Area is developed. The land uses within the developed Areas can be divided as follows: residential 40.5%; cultural and social facilities 3%; commercial services 1.6%; trades 1.9%; industrial 11.2%; and, street and railroad rights-of-way 41.8%. There is a high degree of mixture of land uses particularly in the southeast corner of the Area.

### Housing Quality

In general, housing quality in the Area is good. Housing quality in the Area is classified as follows: above average 3.7%; average 79.6%; below average 8.8%; and dilapidated 7.9%.

### Dwelling Units, Estimated Population and Density

There are an estimated 217 dwelling units within the Area. Assuming that there are 3.6 persons per dwelling unit, there is an estimated population of 781 persons in the Area. The Area has a density of 2.6 dwelling units per net residential acre.

### Racial Characteristics

The Area has an all White population.

### Traffic and Transportation

Highway US 29A passes in a north-south direction near the eastern boundary of the Area and carries traffic volumes ranging from 3,000 vehicles per day in the north to approximately 6,000 vehicles per day in the south. The eastern border of the Area is formed by the Southern Railroad.

### Vacant Land

More than 83% of the total land Area is vacant. Large parcels of vacant land are contained in the northern half of the Area lying to the west of US Highway 29A. Much of this vacant land borders on the Yadkin River to the north and on





Grants Creek to the west. The gentle rolling characteristics of much of this land and its proximity to a good highway and river makes it highly desirable for industrial development. Large parcels of vacant land are also contained in the south central and southwestern part of the Area but this land is best suited for residential development.



Planning Area No. 26

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	32.36	4.88	20.70
Single Family- - - - -	32.36	4.88	20.70
Two Family - - - - -	-	-	-
3-6 Family - - - - -	-	-	-
6 Family and over- - - - -	-	-	-
Trailers - - - - -	-	-	-
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- - - - -	-	-	-
Libraries, Museums - - - - -	-	-	-
Schools, Colleges- - - - -	-	-	-
Institutions - - - - -	-	-	-
Parks and Recreation - - - - -	-	-	-
Churches - - - - -	-	-	-
COMMERCIAL SERVICES - - - - -	1.54	.23	.97
Consumer - - - - -	1.54	.23	.97
Repair - - - - -	-	-	-
Professional - - - - -	-	-	-
Parking- - - - -	-	-	-
TRADES- - - - -	3.92	.59	2.50
Primary Retail - - - - -	.35	.05	.21
Secondary Retail - - - - -	-	-	-
Convenience Retail - - - - -	3.57	.54	2.29
Wholesale- - - - -	-	-	-
PRODUCTION- - - - -	21.53	3.25	13.79
Durable Manufacturing- - - - -	-	-	-
Non-Durable Manufacturing- - - - -	20.24	3.06	12.98
Textile Manufacturing- - - - -	-	-	-
Industrial Services- - - - -	1.29	.19	.81
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	97.01	14.63	62.06
Railroads- - - - -	36.48	5.50	23.33
Streets- - - - -	60.53	9.13	38.73
VACANT OR NON-URBAN LAND- - - - -	506.89	76.43	-
TOTAL AREA- - - - -	663.25	100.00	100.00



### General Land Use Characteristics

The major development within this Area lies along Salisbury Avenue to the west and Millers Ferry Road in the south. Scattered residential development is found along Elizabeth Street and Hedrick Ferry Road. Approximately 24% of the total land Area is developed. Land uses in the developed Areas can be divided as follows: residential 20.7%; commercial services and trades 3.47%; industrial 13.79%; street and railroad rights-of-way 62.6% of the Area. The high proportion of railroad and street land use results from the very low density of development. In the southwestern corner of the area some good residential structures are located along US Highway 29A. Further to the north along this same highway and to the west of the railroad tracks is a narrow strip of land which is becoming industrial in character. The National Container Corporation is located on this strip of land.

### Housing Quality

A rather large concentration of poor housing is located just to the east of the railroad on Millers Ferry Road and along Elizabeth Street. Approximately 44% of all housing in the Area is classified as average, 19% is classified as below average and 39% is classified as dilapidated.

### Dwelling Units, Estimated Population and Density

There are an estimated 111 dwelling units within the Area. Assuming that there are 4 persons per dwelling unit, the estimated population is 444 persons. The density is 3.4 dwelling units per net residential acre.

### Racial Characteristics

There are 31 Negro dwelling units within the Area containing an estimated population of 124 persons. An estimated 35.6% of the population is Negro.

### Traffic and Transportation

The western boundary of the Area is formed by US Highway 29A which carries traffic volumes ranging from 3,000 vehicles per day in the north to 6,000 vehicles per day in the south. The southern boundary of the Area is formed by Millers Ferry Road which carries traffic volumes of less than 1,000 vehicles





per day. The eastern boundary of the Area is formed by Interstate 85 which carries traffic volumes of approximately 7,000 vehicles per day. The main line of the Southern Railroad closely parallels the western boundary of the Area.

#### Vacant Land

Slightly over 76% of the land acreage Area is vacant. Much of this vacant land is contained in large parcels and is served by the main line of the Southern Railroad and by a spur line which passes through the Area and serves the Duke Power Plant. Much of this vacant land is characterized by a level or gently rolling terrain and would be ideally suited for industrial development. Land lying to the north of Millers Ferry Road in the southeast corner of the Area would be ideally suited for residential development.



Planning Area No. 27

EXISTING LAND USE

CATEGORY	ACRES	% OF AREA	% OF DEVELOPED LAND
RESIDENTIAL - - - - -	124.88	21.69	34.00
Single Family- - - - -	120.53	20.94	32.83
Two Family - - - - -	3.69	.64	1.00
3-6 Family - - - - -	.36	.06	.09
6 Family and over- - - - -	-	-	-
Trailers - - - - -	.30	.05	.08
Rooming and Boarding Houses, Fraternities - -	-	-	-
CULTURAL-SOCIAL FACILITIES- -	24.43	4.24	6.65
Libraries, Museums - - - -	-	-	-
Schools, Colleges- - - - -	23.93	4.16	6.52
Institutions - - - - -	-	-	-
Parks and Recreation - - -	-	-	-
Churches - - - - -	.50	.08	.13
COMMERCIAL SERVICES - - - - -	-	-	-
Consumer - - - - -	-	-	-
Repair - - - - -	-	-	-
Professional - - - - -	-	-	-
Parking- - - - -	-	-	-
TRADES- - - - -	.50	.08	.13
Primary Retail - - - - -	-	-	-
Secondary Retail - - - - -	-	-	-
Convenience Retail - - - -	.50	.08	.13
Wholesale- - - - -	-	-	-
PRODUCTION- - - - -	.50	.08	.13
Durable Manufacturing- - -	-	-	-
Non-Durable Manufacturing-	.50	.08	.13
Textile Manufacturing- - -	-	-	-
Industrial Services- - - -	-	-	-
Open Pit Mining- - - - -	-	-	-
TRANSPORTATION- - - - -	216.49	36.24	56.82
Railroads- - - - -	-	-	-
Streets- - - - -	208.50	36.24	56.82
VACANT OR NON-URBAN LAND- - -	216.55	37.63	-
TOTAL AREA- - - - -	575.36	100.00	100.00



### General Land Use Characteristics

This Planning Area is almost entirely residential in character. There are no significant commercial activities in the Area and the only industrial activity is a chicken hatchery located on Second Street near its intersection with Whitehead Avenue. Approximately 62% of the land is developed. The land uses in the developed Areas can be divided as follows: residential 34%; cultural and social facilities 6.7%; trades .1%; production .1% and, street and railroad rights-of-way 56.8%.

### Housing Quality

Housing quality within the Area is generally good but there is a significant concentration of dilapidated housing along and just off of Third Avenue near Grants Creek. Housing quality within the Area is classified as follows: above average 2.4%; average 82.8%; below average 9.4%; and dilapidated 5.3%.

### Dwelling Units, Estimated Population and Density

There are an estimated 430 dwelling units within the Area. Assuming 3.0 persons per dwelling unit, the estimated population of the Area is 1,290 persons. The density of the Area is 3.4 dwelling units per net residential acre.

### Racial Characteristics

There are 31 Negro dwelling units within the Area containing an estimated population of 124 persons. Negroes represent 8% of the total Area population. The location of Negro dwelling units coincides with the location of the dilapidated housing along and just off of Third Avenue near Grants Creek.

### Traffic and Transportation

There are no major traffic arteries within the Area, however, Whitehead Avenue, Third Street, Rowan Avenue, and Fourth Street carry significant volumes of traffic.

### Vacant Land

Almost 38% of the land Area is vacant, the largest parcels of this vacant land lie in the west along Grants Creek. Many smaller parcels are located within existing subdivisions. The street pattern in this Area shows little relationship to the terrain and drainage patterns. As a result, approximately one-third of the vacant subdivided lots within the Area are unbuildable.



EXISTING GENERALIZED LAND USE IN PLANNING AREAS 28 THROUGH 44

Planning Area	Total Acres	Acres in Generalized Land-Use Categories			
		Residential	Public	Commercial	Industrial
28	710	9	0	0	0
29	740	19	2	1	0
30	1,105	31	4	2	0
31	710	17	0	0	0
32	825	23	25	5	0
33	610	14	0	0	0
34	1,110	11	0	4	2
35	600	12	0	1	0
36	1,010	8	0	10	0
37	1,025	2	0	0	0
38	570	8	0	0	0
39	1,100	3	0	0	130
40	1,210	5	0	0	0
41	755	5	20	0	0
42	510	5	0	1	0
43	490	3	0	2	0
44	1,190	8	2	10	20





## APPENDIX "A"

### DEFINITIONS USED IN LAND-USE CLASSIFICATION SYSTEM

#### CULTURAL-SOCIAL FACILITIES

Schools and Colleges:	Includes all establishments providing for the mental development or cultivation of persons within the community such as universities, colleges, primary and secondary schools, and kindergartens; music, dance, craft and art schools; business and other specialized training schools, research and scientific institutions and laboratories when related to the scientific process.
Institutions:	Establishments organized by community or corporate efforts for social betterment of a class or group such as homes and institutions for the blind, deaf, aged, and mental patients; penal institutions, orphanages, cemeteries, etc.
Parks and Recreation:	Places for active or passive recreation such as parks, playgrounds, golf courses, tennis courts, ball fields, swimming pools, tot lots, play equipment areas and country clubs, etc.
Churches:	Establishments providing for the religious services within the community including synagogues and temples and their accessory buildings such as Sunday schools, educational buildings, rectories, etc.

#### COMMERCIAL SERVICES

Consumer:	Establishments providing intangible needs for immediate use including: Personal services such as restaurants, hotels, motels, barber shops, dry cleaning and laundry pick-up stations; amusement services such as theaters, pool parlors, bowling alleys, race tracks, fairgrounds, etc.
Repair:	Establishments engaged in fixing or restoring to working condition man's vehicles or household belongings.
Professional:	Establishments performing the management duties in the conduct of government, business or welfare agencies; or, engaged in providing monetary and professional services to the community such as banks, offices of lawyers, accountants, advertising agencies, credit and finance, etc.; or, medical services such as clinics, doctors' offices, etc.



## TRADES:

- Primary Retail:** Establishments selling low bulk, comparison and specialty items which are normally located in the central commercial district or in major outlying centers including those subsidiary retail activities which are dependent upon a location adjacent to or near the dominant retail activities and being dependent upon a regional trade area. Examples are department stores, variety, shoe, millinery, apparel, jewelry, books, camera, music, and toy stores and similar establishments.
- Secondary Retail:** Establishments selling high bulk items, usually on stop shopping, whose location may be independent or separate from the central commercial districts. These establishments usually merchandise relatively expensive items such as furniture, appliances, home furnishings, floor coverings, automobiles, boats, lumber, farm equipment, feed, building supplies, etc.
- Convenience Retail:** Establishments near at hand or easy of access selling personal needs primarily food, drugs and gasoline.
- Wholesale:** Establishments selling commodities in large quantities to retailers.

## PRODUCTION:

- Durable Manufacturing:** Establishments manufacturing tangible goods which are likely to have utility for a long period of time. Examples are: furniture, appliances, stone products, machinery, metal products, etc.
- Non-Durable Manufacturing:** Establishments manufacturing goods which will be consumed with one use or in a relatively short period of time. Examples are: food, tobacco products, textile products, paper, chemicals, etc.
- Textile Manufacturing:** Textile manufacturing is a sub-category of non-durable manufacturing and includes: the manufacture of yarn, thread, cordage, woven fabric, carpets, knit garments; dyeing and finishing of fiber, yarn, and fabric; the manufacture of clothing and related products.



**Industrial  
Services:**

Transportation terminals, telephone exchanges, radio and T.V. transmitters, electric generating plants, electric sub stations, water treatment plants, sewage disposal plants; building, electrical and plumbing contractors, storage yards, dry cleaning and laundry plants, furniture storage, etc.





APPENDIX "B"

SCHOOLS IN THE PLANNING AREAS 1-27

<u>PLANNING AREA</u>	<u>TYPE OF SCHOOL AND FACILITIES</u>
4.	Monroe Street Elementary School serves the colored population in this District and had an enrollment at the end of the first school month, 1959-60, of 566 pupils. This school contains 18 classrooms.
4.	The Price High Schools serves the entire negro population of the City and had an enrollment at the end of the first school month, 1959-60, of 487 pupils. The school contains 14 classrooms.
5.	The Boyden Senoir High School serves the entire white population of Salisbury and had an enrollment at the end of the first school month, 1959-60, of 858 pupils. This school contains 30 classrooms.
5.	The Calvin H. Wiley elementary school serves the white population in this District and had an enrollment at the end of the first school month, 1959-60, of 522 pupils. The School contains 23 classrooms.
10.	The Lincoln Elementary School serves the colored population in this District and had an enrollment at the end of the first school month, 1959-60, of 245 pupils. The School contains eight classrooms. Present plans call for the construction of two additional classrooms in the near future to meet an expanding enrollment.
13.	The Frank B. John Elementary School serves the white population of this District and had an enrollment at the end of the first school month, 1959-60, of 469 pupils. The School contains nine classrooms. Long range plans of the School Board call for remodeling including the eventual replacement of the central section of the School with a more modern structure. It is not anticipated that the number of classrooms will be increased.
16.	The A. T. Allen Elementary School serves the white population in this District and had an enrollment of 309 pupils at the end of the first school month, 1959-60. The School contains 16 classrooms. The School Boards long range plans call for the eventual replacement of the A. T. Allen School with a more modern structure on a more desirable school site in the north-eastern section of Salisbury. This project, however,



APPENDIX "B" - Cont'd

has been held in abeyance largely because of a declining enrollment in this section of Salisbury.

17. The Dunbar Elementary and High School serves the colored population in East Spencer and surrounding areas in the County. It had a first day enrollment, 1959-60, of 630 elementary and 264 high school pupils. The County School Board has bought about 20 acres of land at this site and proposes to develop a recreation site for use by both the School and the Negro population within the area. Plans call for the closing of Verble and Shaver streets behind the School. It is estimated that this school will be adequate to serve the Negro population in the entire Northeast section of the county for approximately fifteen more years.
18. The J. S. Henderson Elementary School serves the white population in this area of Salisbury and had an enrollment of 244 pupils at the end of the first school month, 1959-60. The school contain 9 classrooms.
20. The Salisbury Junior High School serves the entire white population of the City and had an enrollment at the end of the first school month, 1959-60, of 552 pupils.
23. The East Spencer Elementary School serves the white population of East Spencer and the surrounding areas of the County. It had a first day enrollment, 1959-60, of 275 pupils. The County School Board owns 13 acres of land at this site and feels that the school is adequate to serve foreseeable needs.
27. The Spencer Elementary School serves the white population of Spencer and surrounding areas of the County. It had a first day enrollment, 1959-60, of 682 pupils. The consolidation of the County High School in this area in 1958 created additional space for the Elementary School which should meet foreseeable needs.
27. The new consolidated County High School located in Spencer serves the white population of the Town and the surrounding areas in the county. It had a first day enrollment, 1959-60, of 450 pupils.



APPENDIX "C"

RECREATION FACILITIES IN PLANNING AREAS 1-27

<u>PLANNING AREA</u>	<u>TYPE OF FACILITY</u>
2.	Meadowbrook Recreation Park, Semi-private, Member-ship Fee charged.
4.	Miller Recreation Center and Playground, operated by the Recreation Commission, contains \$60,000 recreation center building. (Negro)
4.	Kelsey-Scott Park - Contains playground, picnic area, baseball field. Operated by Recreation Commission.
4.	Monroe School - Concrete Multi-purpose Area, Play-ground. Used by the Recreation Commission during the summer.
4.	Civic Center Housing Project - small playground, spray pool.
5.	Wiley School - Asphalt multi-purpose area, playground, amphitheater.. Recreation Commission used soft ball field during summer.
5.	Boyden High School - Three clay tennis courts, gym, concrete multi-purpose area, Recreation Commission uses practice fields during summer.
5.	Lincolnton Road - Wading Pool.
5.	Eamon Park - Swimming Pool - Semi-private, membership fees charged.
10.	Salisbury Mill Youth Center - Playground, lighted softball field, small clubhouse, and some playground equipment. Operated by City Recreation Commission.
10.	Brookview Housing Project - Concrete multi-purpose area, spray pool.
10.	Lincoln School - Playground, multi-purpose asphalt area, wading pool. Recreation Commission uses grounds in summer.
13.	Frank B. John School - Concrete multi-purpose area, midget baseball.
13.	Y.M.C.A. - Swimming pool (outdoor), gym, clubrooms, health club.



APPENDIX "C" - Cont'd

- 16. A. T. Allen School - Concrete multi-purpose area, playground.
- 16. Cannon Field - Playground, lighted softball field, playground equipment. Owned by cannon mills.
- 18. Henderson School - Asphalt multi-purpose area, playground. Grounds used by Recreation Commission in summer.
- 18. Cartex Mills Playground - Playground, swimming pool, fenced in play area. Maintained by Mill.
- 19. City Park - Recreation center building, game rooms, auditorium, Recreation Commission offices, - natural park, lake.
- 19. Pine Hill Housing Project - Playground, spray pool, softball field.
- 20. Forest Hills Park - Playground, baseball field. Operated by Recreation Commission.
- 20. McDaniel Field - Little League lighted field. Owned by School Board. Future use indefinite, not suitable for school site.
- 20. Jersey City Park - Small playground, softball field. Owned by Recreation Commission.
- 21. Baseball Field - Fenced in baseball field with stands.
- 22. Southern Railroad Park - Open square in heart of Spencer Business District. Owned by Southern Railroad and leased by Town.
- 23. East Spencer Elementary School - playground.
- 23. Playground - one block east of E. S. Elementary School on Verble Street.
- 24. Playground on Robinson Street - unimproved.
- 25. Park - Park and swimming pool - corner Whitehead and Forestdale Drive.
- 27. Spencer High School - playground.
- 27. Spencer Elementary School - playground.





















